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LIFE UP COUNTRY IN SHANSI

Robbers, Bad Roads and Crop Failures

Travelling By Moke Express

(From Our Own Correspondent.)

Fengsiang, Shansi, January 30th.
China continues to be a land of anomalies. Destruction, obstruction and construction still go on at the same time. The railway connection between Shanghai and Shensi has been so speeded up that our journey up-country was the quickest we have ever done. Even so, on arriving at the entrance to the tunnel into the hills at Linpao, in Honan, the train stopped, a company of Chinese alighted casually, and inspected what stone records were to be seen there concerning the old philosopher Lao-Tze who is said to have written this famous classic on Virtue—The Tao Teh King, near that spot. Two venerable passengers were particularly interested, they had formerly occupied important positions in Peking, but meteors are common and eclipses frequent in the political sky of this celestial land.

Famine!

On arriving at Fengsiang we were soon busy settling into home and work. From then on the vicissitudes of life and the exigencies of work may be compared to a panorama or a mosaic. At any rate, I can honestly say the bit of road we have had to travel along this year has been about the hardest yet experienced. How little had we dreamed of having to face again so soon the famine spectre stalking through the land. Owing to a very late and exceptionally severe frost last Spring the wheat was ruined over a very wide area and this was followed by prolonged drought. We had not been back long when we paid a visit to Meichen, calling at the Chi-san and Tsai-chia-pu outstations. The journey was most trying for the heat was intense and the animals cruelly slow. The carter was mere mad, the leading donkey was a disgrace to his ancestors and the mule in the shifts was far from being "a going concern." I am convinced Noah would never have accepted them as candidates for the ark, neither can I imagine them ever attempting to sing "forward be our watchword," they could not honestly have done it.

Crossing a River.

At the above mentioned places, we used to live like doves in lofts of rented premises. It is genuine cause for thankfulness that neither of us broke our necks during the process of ascending and descending. The I-men-chon house was looted and burned down at the 1911 revolution and later the Chi-san premises became absolutely untenable as a residence during the prolonged occupation and wanton destruction of the town by bandits. Shortly after returning from Meichen, I went for the week-end travelling by moke-express. I notice the difference between a motor and a moke is that with the motor you have to carry your own spirit and put it in as required while the moke carries his own spirit and all you have to do is to get as much out of him as you need. I left very early on the Monday morning to return to Fengsiang and soon reached the Wei River which I essayed to cross on a Man's back. Alas, after going some distance he stumbled into quicksand or quagmire and I was precipitated into the same composition. By a desperate effort we managed to extricate ourselves and get on firmer ground but it was a queer sensation of which I never want a second edition.

Cholera.

Cholera has been raging in this district and it was noticeable that the majority of fatal cases seemed to be among the women while in typhus it was apparently among the men. The cholera passed but the famine conditions continue. Many villages have been largely deserted. Numbers of people have pulled down their houses to sell the wooden framework for a little

money either to appease immediate hunger or to enable them to migrate to districts where food is more easily obtainable and at the same time avoid the taxation still being mercilessly levied. I scarcely need mention the prevalence of banditry, aggravated no doubt by large numbers of desperately hungry men. Peaceable citizens who have spent much time and energy irrigating some portion of their land and so managed to raise a small crop of maize had it nearly all stolen in a night or two by bands of robbers. The roads are scarcely safe by day and much less so by night for any one with decent clothes and a dollar or two on their person.

A Bandit Raid.

At Langtien, the night following a missionary gathering, a number of bandits raided the place and carried off ten men as well as food and bedding. Four of these were released almost immediately as not being worth keeping, the other six were taken away to a place in the northern hills, each held for ransom. A heavy ransom in rice was demanded—but before friends could send over a small amount, the captives becoming desperate saw a chance of escape. The armed guard one evening mysteriously went off leaving the captives in charge of an old man. Two of the prisoners were chained together while the others had their hands fastened securely behind their backs. One of the men managed to break the chain by twisting and they ventured to make the attempt. Alas, two of the older ones already weakened by hunger and cold had not gone far when they stumbled on the side of a hill and fell to the bottom but life was not extinct when they were discovered and beaten to death. A third was recaptured and badly beaten but not long afterwards got another opportunity of escape as the bandits moved away owing to the approach of soldiers. I hear he was more like a dying man than a living one when he finally reached home. Two of the younger men had managed to evade being recaptured.

The "Red" Armies.

We had not long returned to Fengsiang and got settled into work again when rumours became rife of the "Red" armies from Hupeh and Honan advancing into Shensi. You might do nothing else out here but sit down and listen to exaggerated rumours if you felt so inclined so we hoped for the best and went on with our work. An Acting American Consul was in Sian in connection with the brutal murder of Messrs. Topvall and Ekvald. Fearing the "Red" armies might break through on to the Sian plain, and possibly make the roads to Sian impassable, he advised us to withdraw to the latter place while the roads were open. In the light of such advice it seemed only right to go, but I'm afraid it was with much condensed chagrin that once again we took a hurried departure from home and work. One contingent of the "Reds" had broken through on to the plain not many miles from Sian, and had obtained a decided victory over the Provincial soldiers by attacking them at night; flash-lights in one hand and pistols or revolvers in the other. They had evidently taken a hint out of Gideon's notebook.

Robbers and Soldiers.

On our way back to Sian, and on waiting there some weeks like two caged birds or a couple of Micawbers, then the clouds lifted somewhat and we decided to leave. We hired a motor truck and hoped to reach Fengsiang in the day but we only managed to get to Wukung about half way. On reaching Wukung we were told that only two days before some cars of military clothing had been held up by the bandits on the Langtien section of the road. The military escort had fired off all their ammunition and then had to hand over their fire-arms to the bandits.

JAPAN AND THE LEAGUE

NOTICE OF WITHDRAWAL SENT TO GENEVA

(THROUGH REUTER'S AGENCY)

Tokyo, March 27.
THE Government have cabled to Geneva a notification of Japan's withdrawal from the League of Nations.

Notice to be Cabled.

Tokyo, March 27.
Notification of Japan's withdrawal from the League was approved by the Privy Council this morning. The Premier, Count Saito, is scheduled to proceed to the Palace at 3 p.m. to obtain the imperial sanction, after which the notice of withdrawal will be cabled to Geneva. The text is being despatched to all Japanese Embassies abroad.

arms to the robbers, a method of procedure quite customary. In view of this, and of the fact that these incidents usually occurred late in the afternoon, we decided to spend the night there and start early the next morning.

One great objection to this travelling by motor is the extra expense involved compared with the old fashioned cart travelling, but that method is almost out of the question these days, for even if you could find a decent one it is questionable whether the owner would be willing to take the risk of going through the robber infested areas, not to mention the far greater risk we should incur travelling so slowly and having to spend several nights on the way. Oh, for the good old days!

A Cook's Tragedy!

There is not much danger of life here becoming too monotonous either, for ourselves or our helpers, as when recently my wife went suddenly into the kitchen just when the poor cook with frying pan in one hand and cooking spoon in the other and mouth wide open was just in the act of sampling the flavour of the dish he was preparing. In his dilemma he popped the contents of the spoon into the open mouth, but had not bargained for the heat of same which evidently set his tongue performing a maximum number of revolutions in a minimum of time and caused a temporary impediment in his speech.

DIARY OF LOCAL EVENTS

TO-DAY

(March 28)

(III. Moon 3rd Day)
Lammert's Sale of Household Furniture, No. 29, Humphreys Building, 10.30 a.m.

Rotary Club Tiffin, Speaker: Mr. F. A. Mackintosh. Subject: "Club Service."

Kowloon Union Church Young People's Society, magazine night, 8.45 p.m.

Theatres.

Queen's: "Prosperity."
King's: "Horse Feathers."
Central: "Mayor's Nest."
World: "Speak Easily."
Oriental: "The Painted Desert."
Star: "When a Jeller needs a friend."

Dances.

Tea Dances at Gloucester Building; King's Restaurant; and Hong Kong Hotel.

Dinner Dances at Hong Kong Hotel; King's Restaurant; and Peninsula Hotel.

Principal Mails.
Inward from Europe via Siberia by Arranis.

by Arranis, 1 p.m., steamer 2.30 p.m.; for America and Europe via Siberia by Pres. Hoover, 5 p.m.

Sports.

Chess—Completion of first round Colony's Championship.

Hockey—Mamak Tournament, First H.K.S. Battery v. St. Andrew's (Marina), 4.30 p.m.

Sunrise—6.21 a.m.; Sunset—6.37 p.m.

Tides—High at 10.50 and 22.11; Low at 4.15 and 16.45.

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SPARKS FROM THE PLUGS

"FULL THROTTLE"

Book by Motor Race Expert

SIR HENRY BIRKIN TELLS HIS ADVENTURES

Enthusiasm is an endearing virtue. We can all forgive much to the fellow who's really keen on his job. And Sir Henry Birkin, Bt., is a white-hot, supercharged enthusiast, as keen as the hottest curry that ever came out of Bengal.

Sir Henry Birkin, Bt., is, of course, none other than "Tim" Birkin, the fearless driver of racing-cars, the darling of motor-racing fans, and the beloved of all who know him.

He has recently written a book, "Full Throttle." After reading it, you'll be filled with "Tim's" enthusiasm—you'll long to steer a sleek monster, throbbing with power, through lines of cheering spectators, and you'll be terribly disgruntled because we in this country haven't, as yet, a road-course for racing, as they have on the Continent and in Ireland.

"Once I am in the car," he says, "when there is no need to talk or concentrate on anything but the race, all my awkwardness disappears. I feel at home; I feel as happy as a king. But I must know from the outset every single joint, nut, screw, and bolt in it. Otherwise I am ill at ease. Many very fine drivers rely on perfect preparation by their mechanics, and only touch the machine when they finally get into it, without any knowledge short of the essentials. Very often they win, but for my part, even if certain of inevitable defeat, I could not bear to be on terms of such nodding acquaintance with my car. So when it is in its cradle, months before the test comes, I wander round, poking it here and prodding it there, probably a confounded nuisance to the whole staff, but acquiring such a familiarity with every detail that any change in the engine's tone is like a voice; it warns me if something is wrong, and when I demand an extraordinary effort, tells me whether it is equal to it or not."

One thing seems to emerge from "Tim's" sparkling pages: and that is the fact that though one gets many a hairbreadth squeak, the actual fatalities, even the actual bad crashes, in racing are not great.

The French Grand Prix.

This is the sort of thing that would be unlikely to happen to me

BRITISH CARS IN NEW ZEALAND

JANUARY REGISTRATIONS SURPRISE.

The figures for January registrations of new cars in New Zealand reveal that British products have made a surprising stride forward.

Five British manufacturers secured 62 per cent. of the car sales for the month, Austin alone with 111 cars, representing almost one in three of new vehicles sold, or more than double the registrations of the most popular American make.

in driving from Fleet Street to Chancery.

"About half way through the race (the French Grand Prix at Pau in 1930) I approached a turning which I was accustomed to take at 80; and when the car was just round it, I came upon a picture the memory of which, whenever it comes to my mind, takes me back to the moment I first saw it. On the right-hand of the road was a wrecked Bugatti, and stretching across the middle, face downwards and arms stretched rigid at the side, was the driver, with a pool of blood oozing from beneath his chin. The crowd was silent; no one shouted to me to tell me what had happened. I did not dare assume that he was dead, so I went through, not daring to look at the wheels on the side of the ditch; and I swear that the other wheels missed the man's head by less than two inches. When I stopped I found a trace of blood on them. On the next lap I saw an ambulance moving away from the corner, and thanked my stars I had not made the other decision (to run over the man, presuming him already dead). The following day a lady came to my hotel, and asked to see me. She was the wife of the injured driver, who was now in the local hospital; and, after thanking me with many tears, she told me that her husband had been conscious the whole time, and saw quite clearly the wheels rushing at his head, and heard the hissing sound as they went past."

The driver recovered quite happily, and added his thanks to that of his wife—I'm sure to "Tim's" embarrassment!

A topping look. You'll devour every page of it; and though you may disagree violently with some of the genial author's forthright assertions, you'll part with him when you've finished "Full Throttle" as with an old, familiar friend V.C.

PLUS AND MINUS MOTORISTS

QUESTION OF TEMPERAMENT IN DRIVING

How Insurance Has Furthered Industry

London.—Mr. W. A. Hurst, general manager of the Motor Union Insurance Company and the Car and General Insurance Company in the course of a paper on Motor Insurance read to the Insurance Institute of London said that whereas insurance in this country had been practised for over 300 years, the development of motor insurance had occurred during the last 50 years. "Probably during the present century no single factor had exercised as great an influence on the life of civilized people as the remarkable development which had taken place in the design, manufacture, and use of mechanically propelled road vehicles."

Part Played by Insurance.

Insurance had played no unimportant part in making that development possible, and the insurance companies had done much more than indemnify the users of vehicles in respect of claims or losses falling on them as the result of an accident. They had provided organizations which relieved the policyholders of all the worry of supervising repairs after an accident, and they had, to a very large extent, succeeded in disposing of the many claims which were made on transport users without overburdening the Law Courts with litigation.

Moral and Personal Risk.

Before any risk could be rated, Mr. Hurst proceeded, a conception must be formed of the susceptibility of the insurable subject and its relation, historically assessed, to the incidence of mishap. In ordinary classes of risks this conception could usually be formed from the observation of external data. If only the insurance rating for a motor-car could be adequately assessed by a similar process, the matter would be simple. An equitable rate could be applied on the power and value of the vehicle, and, in fact, the present system would be adequate. Experience, however, had proved that such external data did not form a fair basis of rating for motor insurance in the same way as analogous features could be used in almost every other department. Motor insurance was as much a moral or personal risk as fire insurance was a physical one. While ordinarily the character and temperament of a policyholder had little bearing on the risk, in the case of motor vehicle insurance the personal aspect was one of commanding importance. Indeed, the outstanding characteristic of motor-vehicle underwriting was the elusive nature of its fundamental hazard—namely, the human element with all its baffling vagaries.

Classification of Drivers.

On the one hand there was the motorist who had driven for 20 or more years, under all conditions and in all kinds of cars and had never been involved in any accident. On the other hand, there was the type of driver who accounted for two or three accidents annually, and who yet had the temerity to uphold himself as a normal, if not exceptionally able, driver. The study of the psychological aspect of the problem would, he thought, indicate a three-fold classification of driving types.

First, they had that rare product whom they might call the Plus man. He was gifted with a subconscious faculty of anticipation and when handling a motor-car he preserved a sense of alertness and responsibility commensurate with the dangers with which he might at any moment be confronted. He concerned himself not only with the strict observance of road rules and etiquette, but, in addition, developed a skill and foresight which enabled him to anticipate and avoid the possible results of the other man's carelessness, mistakes, and blunders.

Next in classification was the standard driver. Generally a man of normal skill and judgment, he was considered for other road users

and carefully studied road etiquette and did his best to maintain as high a standard of driving as possible. He was the type of man who expected other road users to carry out their obligations in the same way as he himself did. Unfortunately matters did not always work out according to his cherished expectation and occasionally they found the standard driver involved in accidents directly attributable to the carelessness of others.

The Minus Man.

Thirdly, there was the minus man. Generally of a reckless and speculative nature, he was the individual who habitually took chances; the man who purchased a sweepstake ticket in the fond belief that his gamble would materialize. He was not an expert at calculating odds, but was always hoping that his speculations would prove successful. Such an individual continued to hope for the best when at the wheel and would dare to pass a vehicle on a bend on the chance that the road ahead would be clear of traffic. If he considered the matter at all he believed that the danger of meeting an oncoming vehicle was too remote to deter his venturesome action. This was the class of road user whose outlook was a public menace. While he might without injury to others extract amusement from his speculations in other walks of life, his speculative temperament became a very real danger when he was in charge of a motor-vehicle.

Question of Physical Unfitness.

To these classes might be added a large number of licence holders who, by reason of their state of physical unfitness, were apt to drive in such a manner as to become a danger to the public. No one who had had personal experience of modern road conditions needed to be convinced that safe driving could not be expected from those whose physical or mental sensibilities were not responsive to the emergencies involved in road-traffic. It was quite conceivable, for instance, that a chronic dyspeptic could be a dangerous element on the road, because of the disturbing symptoms which were likely to affect his mental processes and misdirect his emergency decisions. Again, neurotics were potential accident-mongers, their powers for calm and accurate decision being usually below average, and yet people suffering from such disabilities were entitled to use the road.

A request for a reduction in rates, Mr. Hurst continued, involved a singularly complex problem, and as long as existing conditions continued the outlook was not too hopeful, and under prevailing conditions it was not practicable to introduce the wide range of rating which would be required to meet the merits of each individual risk. He was convinced that what was needed was a radical improvement in the standard of driving. If effective measures could be devised to bring about an improvement in road and traffic conditions, the result, obviously, would be reflected in a general reduction in the number of accidents. Similarly, if there were an accurate system of grading drivers, a really scientific basis of rating could be produced.

HUMBER CARS IN INDIA

The demand for British cars abroad increases most encouragingly month by month. During November last, for example, Great Britain sold twice as many vehicles in India as did the United States, our closest rival. The numbers, respectively, were 343 and 173.

The Hillman Minx, a particularly economical car to run, has become an intense favourite here, as have also, indeed, both the Hillman Wizard and the Humber Snipe. Of the latter, incidentally, a large number of Tourists have been shipped for service with the Indian Army.

ROADS, MORE ROADS

Significance Of The Road Engineer

A development is taking place to-day that the historian of the future will hardly fail to set down as of the most (literally) far-reaching and revolutionary importance. Its ultimate political and economic significance is beyond all computation; it is impossible to assess its influence upon civilisation—and all that that word implies. In what we are pleased to call the less developed countries fine new roads are being driven in all directions, and in many cases the plan of forming trans-Continental highways, for travellers and for merchandise, has been seriously adopted.

Eastern Europe, the Near East and the Far East will all be very different places in a few years when the road engineer has shown what he can do. Indeed, already he has made his progressive mark upon them. It is only the tourist who goes far afield who can realise what miracles have been wrought. In the meantime much great, and even monumental, work has been done upon our highways at home, but much remains to be done.

Perfection we cannot have, but could surely have a nearer approach to it than we can boast at present. In many instances those who control road construction appear to work upon very amateurish lines, and merely repeat that which has been proved to be a mistaken policy on the part of others.

Public attention has very properly been drawn to the need of scientifically making highways safer, both for day and night use. So far, however, there is but little sign that the vital question of lighting is being adequately answered. In

FRONT-WHEEL DRIVE

WHAT GERMAN DESIGNERS ARE DOING

Yet another new principle which has only been flirted with in other countries, but is now being taken most seriously in Germany, is that of front-wheel drive. This system enables the power plant, the gearbox and the transmission in their entirety to be bunched together into a small compact mass, so that not only is weight saved, and cost of production into the bargain, but other benefits not lightly to be dismissed are secured.

One of these is that a very low build is obtainable, since there is no working component such as the propeller shaft to interfere with the flooring of the body. About the engine, the chassis can be of very light construction since it has no driving stresses to sustain. The general distribution of weight under this method of construction has been shown, under racing conditions both in America and in Europe, to be quite excellent from the point of view of road-holding and stability in general.

The new principles exhibited at Berlin show are of importance because they represent the means by which their originators are hoping to obtain a hold in foreign markets. It is often said that already in the motor-car world finality of design is being rapidly approached. This, if it does nothing else, serves to remind us that any such idea is ludicrous.

In this respect many of our grand new by-passes are far more dangerous than the roads they replaced. In this matter it seems to us that many local authorities require a distinctly strong guiding hand, if we are not to have confusion worse confounded.—Modern Motoring.

MOTOR-CARS AT 1S. 8D. PER POUND

DE LUXE FEATURES 1d. PER LB. EXTRA.

An interesting comparison of car prices with the cost of ordinary everyday commodities is afforded by resolving the cost of popular cars in terms of their weight.

The famous Austin Seven de luxe saloon on this basis costs 2s. 1d. per lb., and the equivalent Ten-Four saloon works out at 1s. 8d. per lb.

Only 1s. 8d. per lb. is the price of the new Austin Light Twelve-Four saloon, the de luxe model being 1s. 9d., or 1d. per lb. dearer for the extra features.

These figures, though they may be more ingenious than useful, do serve to show how the modern car, with all its refinements and intricate mechanism, is unrivalled for value.

It costs less than one-eighth the price of tobacco, and a little less than tea: it is approximately the same price as prime English beef, and a little more than best jam and butter.

BRITISH PRODUCTION FIGURES

During the period April 1 to September 30 last year, British manufacturers sold 71,558 private motor vehicles. This, in comparison with the same period of 1931, shows an increase of 7,350.

Another interesting sales feature of the past year is the fact that of cars up to 10 h.p., 36,230 were sold as against 24,900 in 1931. There is still a definite demand in this country, moreover, for higher powered vehicles, but not for the foreign-made car. The demand for this is almost a negligible quantity.

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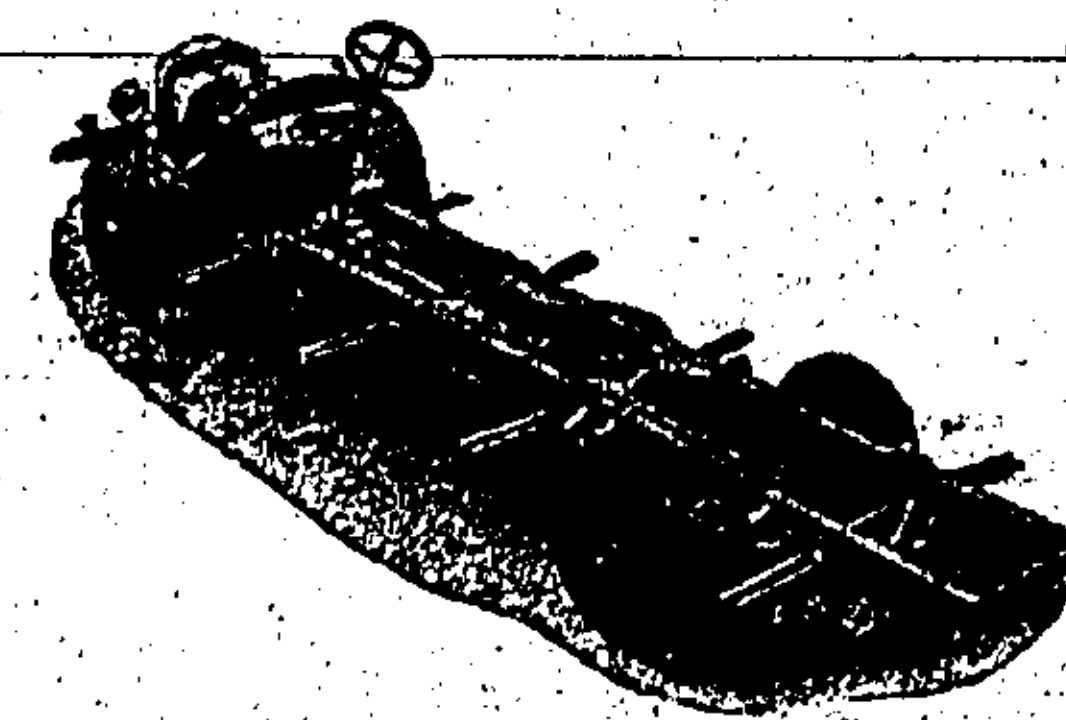
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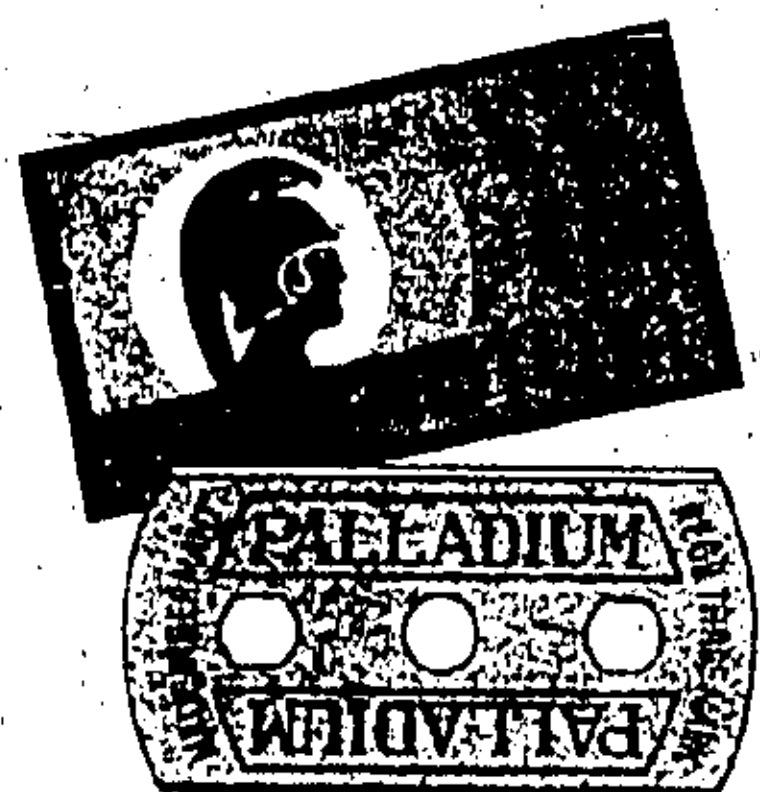
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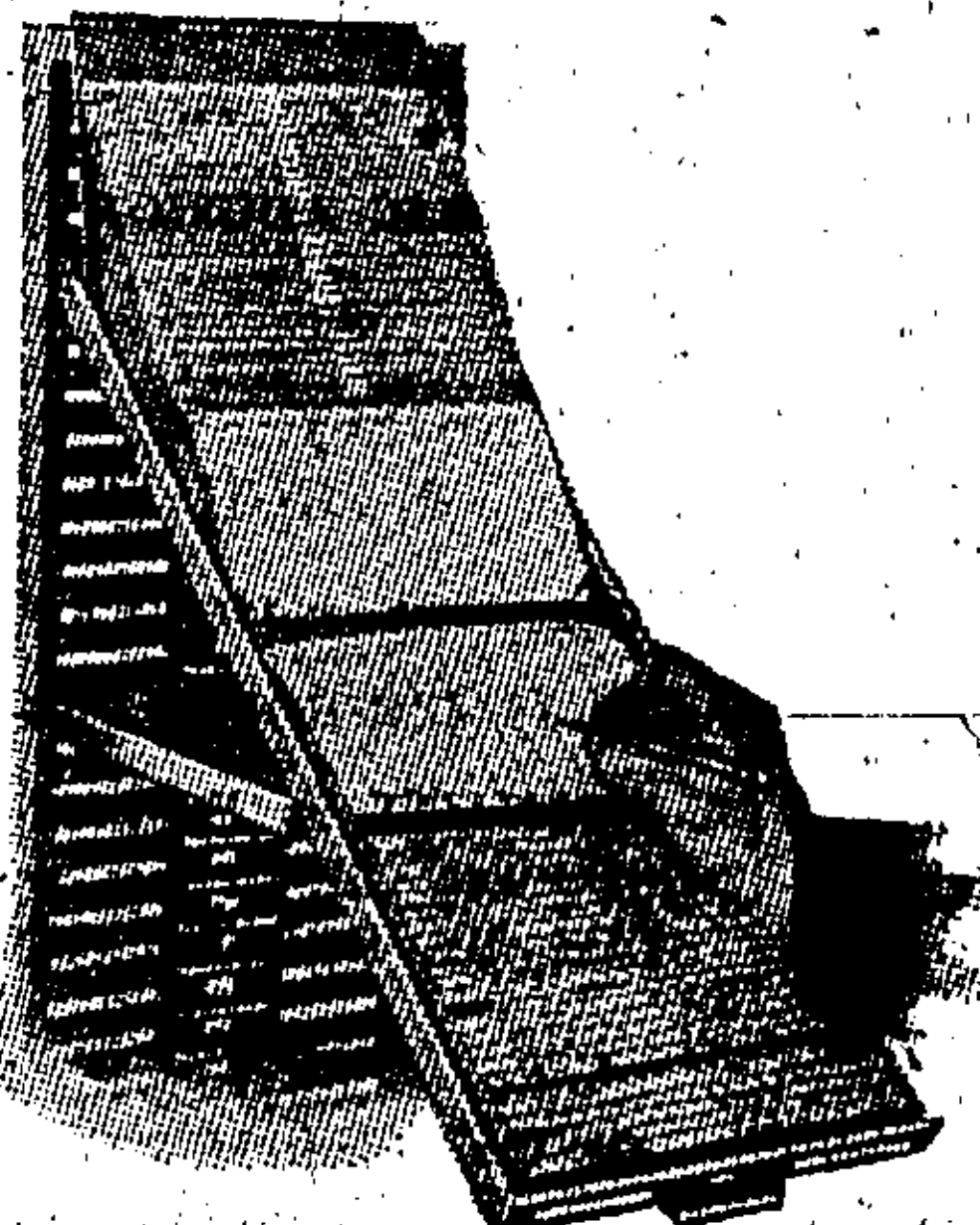
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COLLECTION

(Special Air-Mail Service)

London, March 7.—The late Mr. Leopold Hirsch's fine taste as a collector is well evidenced by the excellent illustrated catalogue of his extensive collection of English and French furniture, porcelain, objects of art, and tapestry just issued by Messrs. Christie's. The dispersal will occupy the King Street rooms for three days in May—the 16th to the 18th—and should undoubtedly prove to be the sale of the season.

The late collector's activities covered a wide field, and the collection removed from his house in Kensington Palace Gardens is remarkable for both its variety and the general high quality of the objects. The English furniture is perhaps the outstanding feature, many of the pieces being acquired long before collectors had begun to devote their attention to the productions of our great eighteenth-century craftsmen.

Collection of Chippendale.

Many were bought at the memorable Dean Paul sale in 1894, and on these in particular there should be a remarkable advance on the prices then paid. Mr. Hirsch had a great predilection for the work of Chippendale, and so small was the competition that his agent was able to acquire over 40 pieces by this maker for an expenditure of little over £700.

A specimen of outstanding merit in this section is a magnificent Chippendale cabinet boldly carved with swags of flowers and drapery, and with a top border carved with rosette and ribbon ornament on a matted ground. There is a wide range of Chippendale chairs, several fine tables and mirrors, and a notable pair of elaborately-carved torchères. There is also an important set of 12 William III. chairs in the manner of Daniel Marot, while another notable lot consists of a pair of Sheraton commodes designed in the French taste. Both these sets are illustrated in "The Dictionary of English Furniture."

Nearly all the best-known miniaturists are represented, an especially notable lot being a pair of miniatures of Henry VII. and Elizabeth of York of the school of Hans Holbein.

Chinese Porcelain.

The Chinese porcelain, of the Kang Hsi, Yung Cheng, and Ch'ien Lung periods, contains the figures of Kwan Yin, of Pu-tai Ho-shang, a group of a sage with two attendants, and choice specimens of "famille rose" and "famille verte" worthy of a place in the most brilliant assembly.

The Sevres porcelain includes an exceptionally fine pair of boat-shaped vases with gilding by Vincent. Among the French decorative objects is a charming pair of white marble figures by Clodion, while there are in addition important Italian bronzes, Limoges enamels, and Renaissance works of art from some of the most world-famous collections dispersed at Christie's during the past 40 years.

The frontispiece to the catalogue, which contains 36 plates, illustrates a famous panel of early sixteenth-century Brussels tapestry, woven with the Repose in Egypt, which at the famous Spitzer sale in Paris in 1893 realized \$2,800, making the enhanced figure of \$9,100 when it appeared in the Taylor sale at Christie's in 1912.

DEATH OF GREEK SCIENTIST

AQUITTAL AT OLD BAILEY TRIAL.

(Special Air-Mail Service)

London, March 18.—The trial of the young Cypriot, Theodosios Petrou, aged twenty, who was charged with the murder of Dr. Angelos Zeminides, ended at the old Bailey to-day. Petrou, who denied having shot Zeminides or having known anything about the crime, was found "Not Guilty" and discharged.

Dr. Zeminides, a wealthy native of Cyprus and a doctor of science, was found shot dead in the hall of the boarding house where he was staying in Upper Park Road, Haverslock Hill, on January 3. Residents in the house heard an argument in a foreign language and then two shots. They rushed

to the floor of the hall. He died within two minutes, without giving a single clue to the identity of his assailant. Dr. Zeminides was about forty years old and had been in England for six years. During that time he was connected with King's College. A few years ago he became president of the London Cyprian Brotherhood, and from that time he frequently gave lectures to Cyprian students and others of his fellow-countrymen employed in London.—*Reuter*

TO-DAY'S WIRELESS PROGRAMME

BROADCAST BY Z.B.W.
ON 355 METRES

11 to 11.30 a.m.—Stock and exchange quotations, weather report, etc.
11.30 a.m.—Chinese recorded programme.

12.30 p.m.—European programme of Victor and Brunswick records.
1 p.m. Local time and weather Report.

1.30 p.m.—Rugby Press news, selected London and New York Stock quotations, etc.—A relay of the Rotary Club Tiffin Speech from the Gloucester Restaurant—Rotarian F. A. Mackintosh on "Club Service."

2 p.m. (approx.)—Close down.
4.30 to 5 p.m.—Chinese recorded programme.

7 to 10.30 p.m.—European programme.

7 to 7.15 p.m.—
Dance Tunes.
Waltz—"Waltzing in a Dream."
Waltz—"A Boy and a Girl Were Dancing."—Guy Lombardo and his Royal Canadians.—6441.
Fox Trot—"Swing Low."
Fox Trot—"Ducky Wucky."—Duke Ellington and his Famous Orchestra.—6432.
Waltz—"A Little Street Where Old Friends Meet."
Fox Trot—"In the Dim Dim Dawning."—Ozzie Nelson and his Orchestra.—6442.
7.18 p.m.—Closing local stock quotations, selected London and New York stock quotations, etc.
7.30 to 8 p.m.—

Instrumental.

Violin Solo—"Menuet" (Bach—Wintermütz).

Violin Solo—"Gavotte" (Beethoven).—Fritz Kreisler.—1136.

Piano Solo—"Polish Dance" (Scharwenka).

Piano Solo—"Humoreske" (Dvorak).—Hans Barth.—20203.

Violin Solo—"Estrellita" (Ponce-Heifetz).

Violin Solo—"Valse Bluetto" (Drigo-Auer).—Jascha Heifetz.—1332.

Piano Solo—"Invitation to the Waltz" (Weber).—Alfred Cortot.—1201.

Violin Solo—"Alma Oe (Farewell to Thee) (Lilioukalan-Kriesler).

Violin Solo—"From the Land of the Sky-Blue Water (Cadmankriesler) Fritz Kreisler.—1115.

8 p.m.—Local Time and Weather Report.

8.30 to 8.45 p.m.—

Orchestral.

High Water (Krennan-McCurdy).

Midnight Reflections (Malneck-Signorelli).—Paul Whiteman and His Orch.—35892.

Espana Rapsodie (Chabrier).—Detroit Symphony Orchestra.—1337.

Orpheus Ballet—Dance of the Spirits (Gluck-Mottl).

Minuet from Serenade (Brahms).—Detroit Symphony Orchestra.—6834.

Holiday in Seville (Albeniz).—Leopold Stokowski and the Philadelphia Orchestra.—7158.

Prince Igor—Polovetzki Dance—(Borodin).

In the Village (Ippolitow-Iwanow).—Philadelphia Symphony Orchestra.—6314.

(All records in the above European Programmes are Victor and are kindly supplied by Messrs. Tsang Fook Piano Co.)

8.45 to 9 p.m.—Sonata in C Minor (Grieg).—Marjorie Hayward and Una Bourne.

This Suite is from Z.B.W.'s Library.

8 to 8.45 p.m.—

From the Studio.

A Pianoforte and Song Recital by Mr. Harry Ore (Pianist) and Mr. Li Chor Chi (Tenor) accompanied by Mr. Makle-roff.

Programme.

Piano Solos—(a) Bourée (Bach), (b) Intermezzo in E Flat (Brahms).

Songs—(a) Song and A Dream (Cadmank), (b) Tired Hands (Sanderson), (c) Song of Songs (Moya).

Pianoforte Solos—(a) Bagatelle in E Flat (Ore), (b) Gavotte in S (Glazunoff).

Songs—(a) Primavera (Springtime) (Tirindelli), (b) O! Tes Grands Yeux Noires (Old Gypsy Song), (c) Serenade (Drigo).

8.45-10.10 p.m.

The Soldier's Tale (Igor Stravinsky) directed by the Composer LX197/9.

(This Suite is from Messrs Anderson Music Co.)

10.10-10.30 p.m.

Concert Waltzes.

Wiener Blut (Strauss).

Voices of Spring (Strauss).

Boston Symphony Orchestra.—6,903.

Metastantina (Waldteufel).

The Skaters (Waldteufel).

International Concert Orchestra.—25,793.

(These records are from Messrs Tsang Fook Piano Co.)

10.30 p.m.

Rugby Press News.

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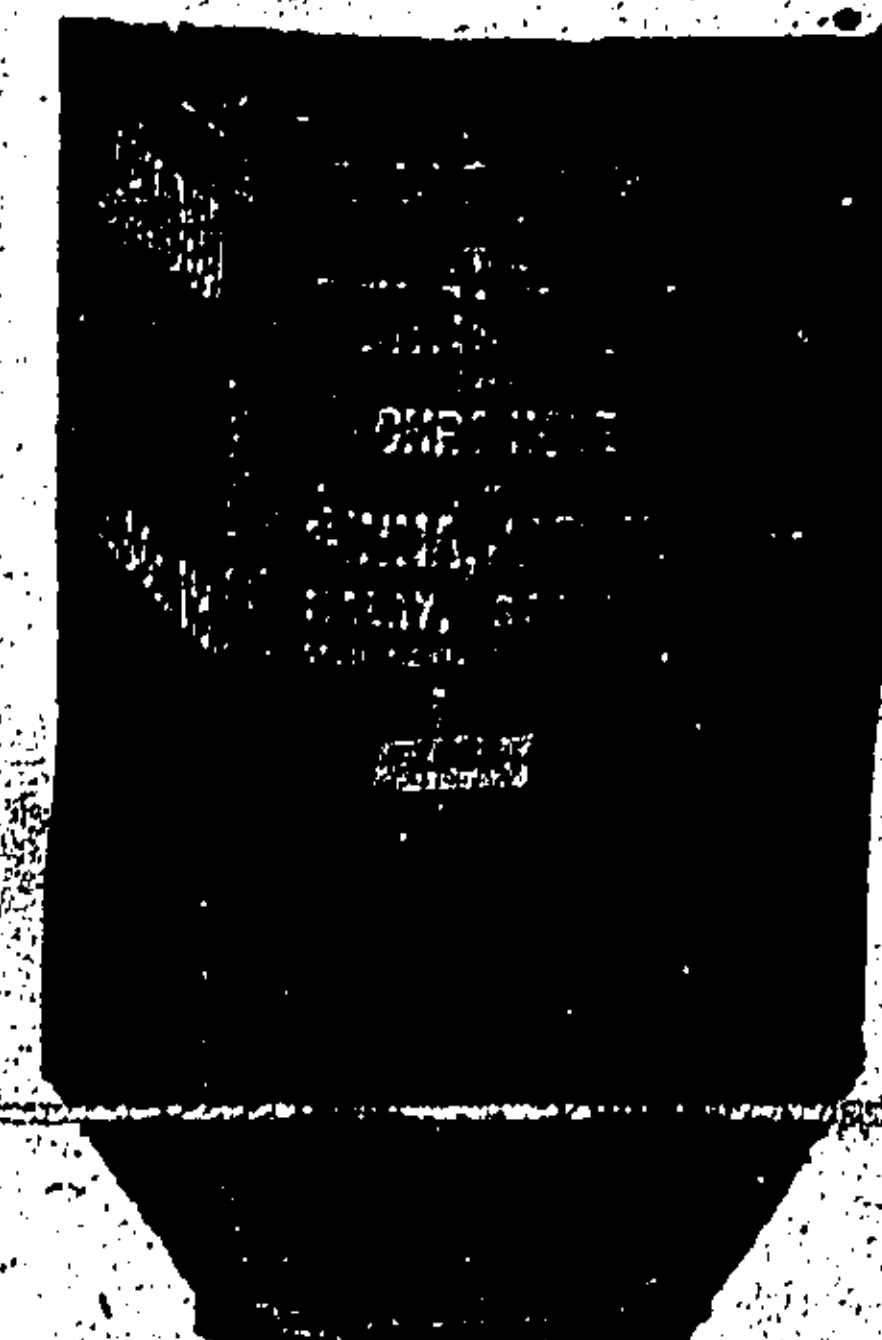
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ANNOUNCEMENT.

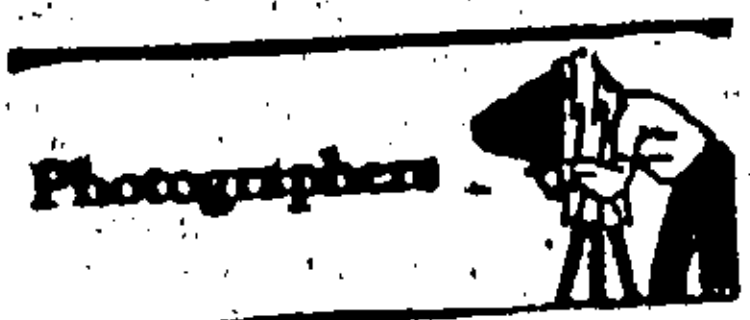
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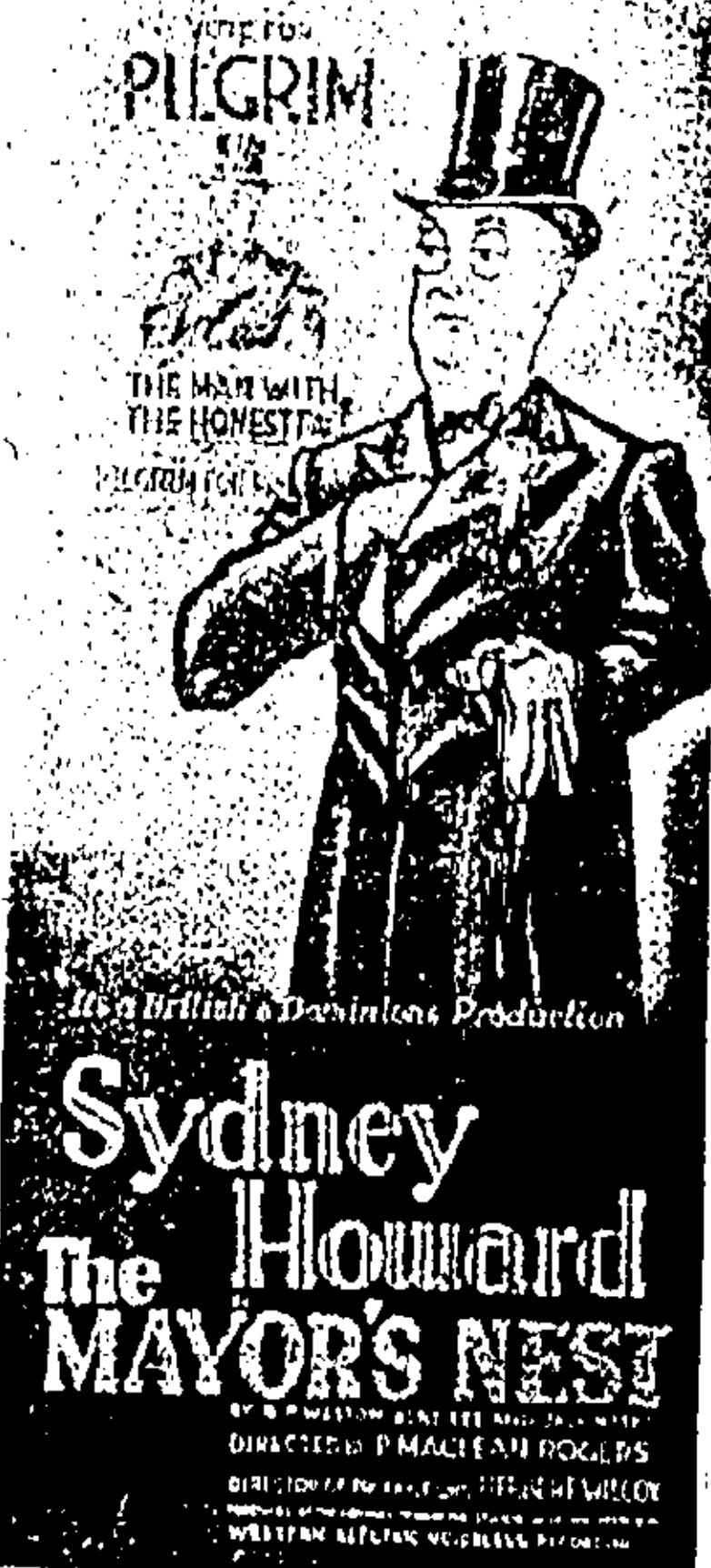
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had a target on his
back. A thousand
foes against freedom.
But Duke Ellis
took a chance!

"FAST LIFE" BOOKED FOR QUEEN'S

A MOTOR-BOAT PICTURE

A complete change of wardrobe
after every scene was necessary for
members of the cast, appearing in
"Fast Life," the Metro-Goldwyn-
Mayor motor-boat picture filmed at
Catalina Island and which will be
shown at the Queen's from Thurs-
day.

The flying spray from the racing
boats drenched the players. After
the race scenes there were boat
spills to be photographed, requir-
ing the actors to take more plunges
into the briny.

When all of the dry changes of
clothing were used up, the only
alternative was to stay wrapped in
warm blankets between scenes and
then climb back into the wet gar-
ments.

William Haines and Cliff Edwards
led the quick-change squad, with
Madge Evans, Conrad Nagel, and
Arthur Byron also coming in for
their share of dampness.

TO-DAY AT THE CINEMA

HONG KONG

King's.
"Horse Feathers."

Queen's.
"Prosperity."

Central.
"The Mayor's Nest."

Oriental.
"The Painted Desert."

World.
"Speak Easily."

KOWLOON

Star.
"When a Feller Needs a
Friend."

Majestic.
"Sooky."

COMING

King's.
"Society Girl."

Queen's.
"Fast Life."

Central.
"Hell's Highway."

World.
"Flying Fool."

Star.
"Splinters in the Navy."

Majestic.
"The Chance of a Night Time."

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A scandalous record of
low Marx at college...
or life among love-
thirsty co-eds!

Not a grain of sense in
the whole feed bag...
but one mad burst of
happy hysterics... set to
gay music and garnish-
ed with gorgeous girls!

A Paramount Picture
Directed by Norman McLeod



NEXT CHANGE
THURSDAY, 30th MAR.

The warmth of her
kisses melted the
social barriers that
held them apart.

JAMES DUNN IN "SOCIETY GIRL"

SPENCER
TRACY
PEGGY
SHANNON

Based on the play by John Larkin, Jr.
and Charles Beahan
Directed by SIDNEY LANFIELD
Fox Picture

"TESS OF THE STORM COUNTRY"

OPENING AT KING'S
NEXT SUNDAY

With the coming of "Tess of the
Storm Country" to the King's
Theatre next Sunday, the army of
Gaynor-Farrell fans will see their
favourites in what is said to be the
most exciting and dramatic offering
they have yet made, and a picture
very different from any of their
vehicles.

The story deals with the hector
adventures of a sea-captain's daugh-
ter who comes to live ashore for
the first time in her life.

With its opening sequences
aboard the Captain's schooner and
the picturesque settings of the
shore scenes, the production adds a
scenic realism to its swift-moving
story. Miss Gaynor's work as the
fiery and independent fisher-girl and
Farrell's performance as the care-
free youngster who encounters love
for the first time, are reported to
rank among the star's first por-
trayals.

Dudley Digges, Miss Gaynor's
uncle in "The First Year," enacts

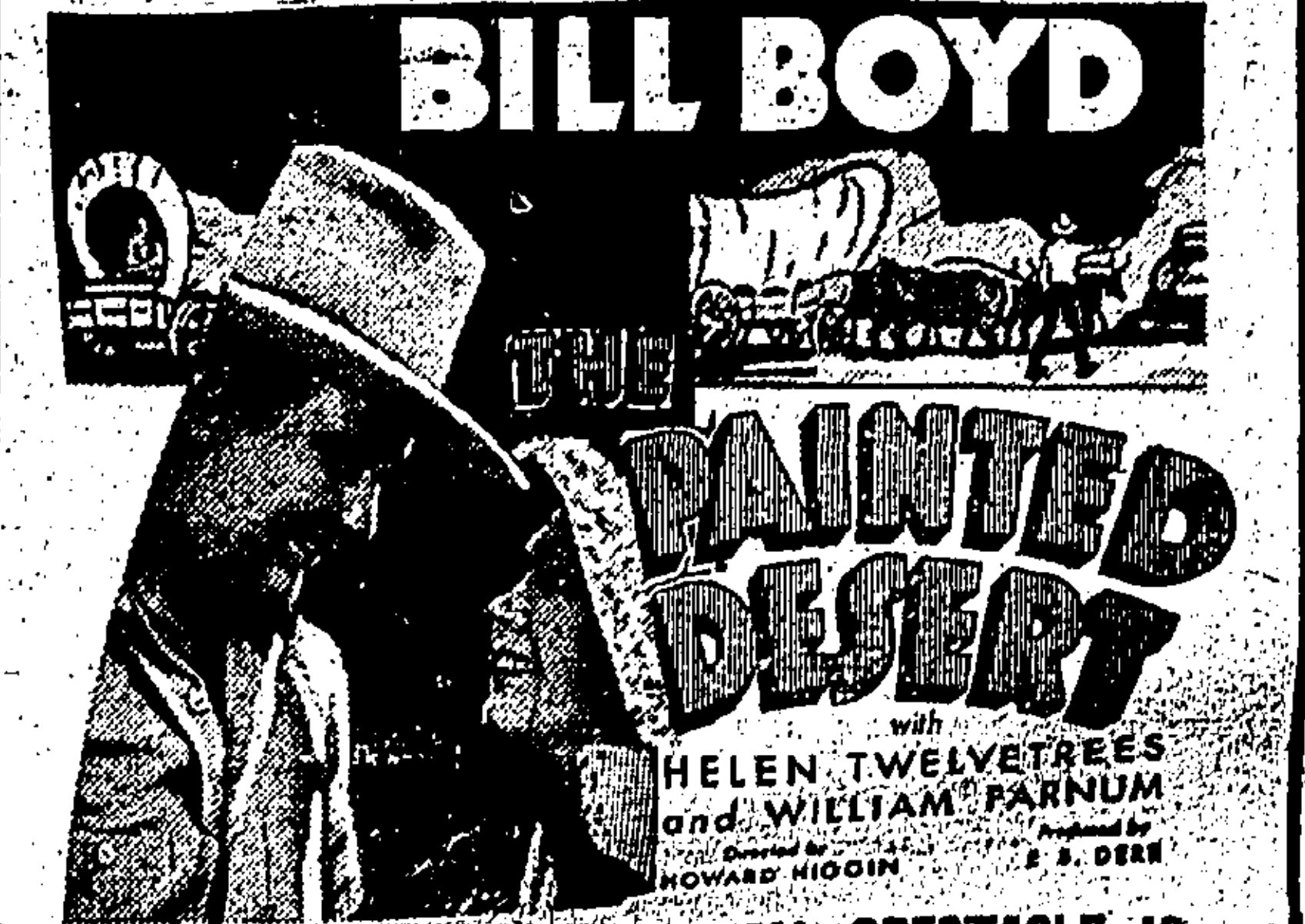
"THE MAYOR'S NEST"

A rich feast of laughter is the
correct description of "The Mayor's
Nest," the Sydney Howard picture
showing at the Central for the last
time to-day. Sydney can be relied
upon to extract fun out of the
most unpromising material. Here
is a subject specially designed
and written to exploit his talents.
Uniformly successful in all the films
in which he has appeared, he is
at his very best in this British and
Dominions production, directed by
P. Maclean Rogers.

the rôle of her nautical father in
"Tess." Claude Gillingwater, June
Clyde and Edward Pawley have the
other principal parts, with George
Meeker, Matty Kemp and De Witt
Jennings also prominent in the cast.
The direction is by Alfred Santell,
who made Miss Gaynor's earlier
"Daddy Long Legs" and Farrell's
"Body and Soul." The film was
adapted from the novel by Grace
Miller White and the dramatization
by Rupert Hughes. S. N. Behrman
and Sonya Levien wrote the screen-
play.

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A MARVELLOUS CAST IN A GIANTIC WESTERN
PRODUCTION THAT'S BIGGER, BETTER AND
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THE CLIMAX OF SENSATIONAL SPECTACLE IS
REACHED IN THIS STUPENDOUS WESTERN DRAMA!
YOU A glorious panorama of scenic beauty!
WILL Thousands of cattle in a big stampede!
SEE Huge mountains blasted to the skies!
Mule teams catapult into a big ravine!
THE GREATEST WESTERN COMEDY DRAMA
EVER SCREENED!

DIARY OF LOCAL EVENTS

(Continued from Page 1)

WEDNESDAY

(March 29)

Anniversaries and Holidays:—
Chinese National Holiday; (Aniver-
sary of the death of 72 Martyrs at
the Yellow Flowers Hill in Canton,
1911); Customs Holiday.

Lammert's Sale of Books, Maga-
zines, etc., Book Store, Ice House
Street 3 p.m.; Furniture and Goods
and Chatels of the late Mr. Kelly
Sayce, 15, Ice House Street, 10.30
a.m.

Whist Drive; Seamen's Institute,
8 p.m.; Lecture, Sailors' and Sol-
diers' Home, 8.30 p.m.
St. Andrew's Church Lenten Ser-
vice, 6 p.m.

Meetings.

New Territories Evangelisation
Society, Hong Kong Union Church,
Kennedy Road.

Hong Kong Rope Manufacturing
Co., Ltd., St. George's Building,
Chater Road, 11 a.m.

Creditors of China Agricultural
Development Co., Ltd., at John
Manners & Co., Ltd., 7, Queen's
Road Central, 3.15 p.m.

United Asbestos Oriental Agency
Ltd., Queen's Building, 3 p.m.

Dances.

Tea Dances at King's Restaurant;
Hong Kong Hotel; Gloucester
Building; and Majestic Dancing
Academy.

Dinner Dances at King's Restau-
rant; Peninsula; Hong Kong; and
Ropulse Bay Hotels; and Gloucester
Building.

Principal Matls.

Outward for Europe via Suez by
Automedon, 2.30 p.m.
Sunrise—6.20 a.m.; Sunset—6.37
p.m.

Tides.—High at 11.11 and 23.47;
Low at 4.34 and 17.28.

"HORSE FEATHERS"

MERRY ANTICS OF
MARX BROTHERS

Groucho Marx has decided to buy
an eskimo and make his own ice.
The bemustached, bespectacled
member of the Four Marx Brothers
team reached the decision during
the filming of "Horse Feathers,"
latest of the insane comedies star-
ring him and his three brothers,
Chico, Harpo, and Zeppo, now on
display at the King's Theatre.

Chico, dialect punster of the
quartet, is cast as a bootlegger-
ice-man. He takes cakes of ice,
bores holes in them, and then con-
ceals bottles of Rye, Gin and Scotch
in the holes.

Though hardly more than a score
of blocks of ice are seen in the pic-
ture, it required many times that
number during production for un-
der the heated glare of studio lights,
the cakes of ice melted rapidly.
Call after call went out for more.

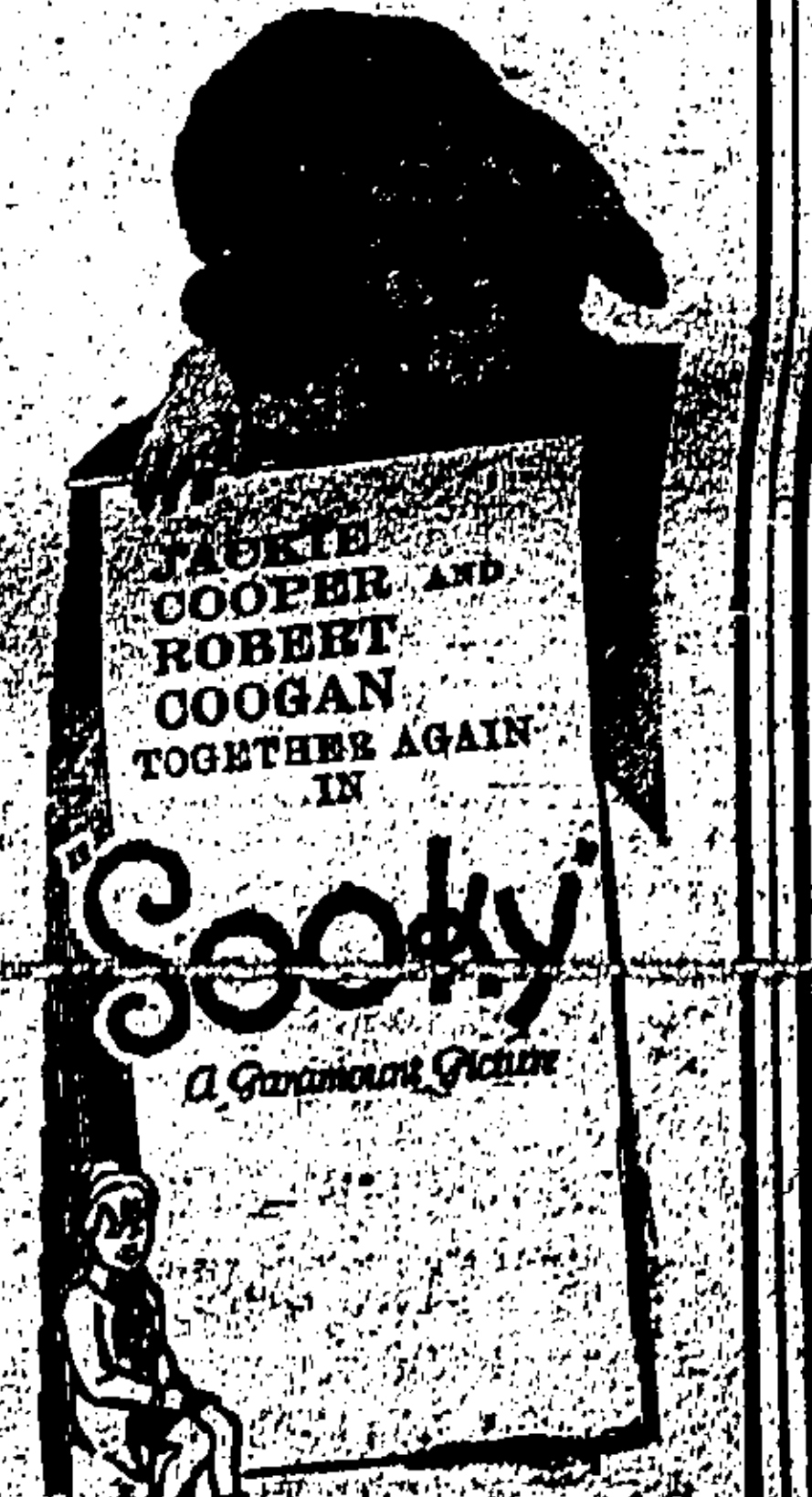
"For what this is costing," re-
marked Groucho, "I could buy an
Eskimo and make my own ice."

Chico, as the bootlegger-ice-man,
Harpo, as the town dog-catcher in
"Horse Feathers," help Groucho,
a college president, get his son Zeppo
out of school after he has spent 19
years there as a freshman.

MAJESTIC THEATRE

Nathan Road, Kowloon. Tel. 57222
TO-DAY & TO-MORROW
At 2.30, 5.20, 7.20 & 9.20 p.m.

A GREAT STORY FOR BOYS
THAT MOTHERS WILL
UNDERSTAND.



QUEEN'S THEATRE

SHOWING TO-DAY
At 2.30, 5.10, 7.15 & 9.20 p.m.

MORE WELCOME
THAN A
PUBLIC
HOLIDAY!



It what Hong
Kong needs is a
big laugh—
Here it is!

PROPERTY

with ANITA PAGE
NORMAN FOSTER
A SAM WOOD
Production.

FROM THURSDAY
COMING TO YOU!

the thrill and
laugh marvel
of the screen!



with WILLIAM
HAINE
MADGE EVANS
CLIFF EDWARDS

STAR THEATRE

FINISH SHOWING TO-DAY
At 2.30, 5.20, 7.20 & 9.20 p.m.

JACKIE COOPER

and
Charles "Chic" Sales

in
"When a Feller
Needs a Friend"

A Metro-Goldwyn-Mayer Picture

EYEDRA

TO-DAY ONLY
SPEAK EASILY

WATERPROOFS



An easy fitting LIGHT WEIGHT waterproof cut on generous lines, storm collar and lined over shoulders.

Details of make and finish are given more than usual attention in the manufacture thus providing the acme of weather-proof coats.

\$19.50 each

Less 10% cash discount.

MACKINTOSH'S LTD

MEN'S WEAR SPECIALISTS

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE AND
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

THE TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONG KONG, LIMITED.
SALVAGE TUG "TAIKOO"
WINDMILL CRANE
WINDMILL CRANE
WINDMILL CRANE

—DRY DOCK—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SH (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

to 4,000 Tons Displacement.

Electric Crane at Set Wall.

Capable of Lifting 100 Tons

at 70 Feet Radius.

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All Classes of INSURANCE

WORLD WIDE
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JAMES H. BACKHOUSE

1A, CHATER ROAD.
TEL. 21735.

THE BRITISH INDUSTRIES FAIR

SIR WILLIAM SHENTON OUTLINES PREPARATIONS

EVERYONE WORKING TO STAGE A GREAT SUCCESS

Sir William Shenton, in a broadcast address last night gave a most cheerful and optimistic account of the arrangements and preparations for the British Industries Fair to be held at the Peninsula Hotel, and in the immediate vicinity from May 21 to May 27. The whole community is obviously determined to make the show a success, and a much bigger affair than last year. Lady Peel is giving a personal example to poultry owners by promising to show a pair of Leghorns, and a notable feature of general interest will be the staging of models of Hong Kong built ships and yachts, staged by the Yacht Club and local shipping firms. There will also be a display of aircraft.

Sir William Shenton said:

I am sure you will all be interested in the progress which is being made with the Hongkong Empire Products Fair. Many of you will remember the very successful Exhibition we held last year and the large number of people, of all nationalities, who attended it.

The previous success has encouraged us to even greater efforts, and we have good reason to hope that this year's Fair will far outshine its predecessor.

The world to-day is as Hamlet said "out of joint"—financial crises follow one another in quick succession—no country seems immune. What is it the world needs, is it not a general revival of trade and an improvement of prices?

How can this best be accomplished, surely there is only one royal road and that is by stimulating demand.

Mr. Beaumont Pease, the Chairman of Lloyd's Bank when speaking at the Annual Meeting analysed the position with great clearness when he said:—"A factor outside the purely economic sphere must come into play. Something must induce the owners of increased purchasing power to put it into use."

"Some spark must re-ignite the torch of hope; some outstanding event or accumulation of events must strike man's imagination and persuade him that the darkness is past and the dawn at hand, that the depressing influences by which he has been held down so long have been removed, that trade is now on the upward turn, that now is the time to extend, and that if he does not buy to-day he will have to pay more to-morrow."

Now how can we in this Colony assist in stimulating demand? I know of no better way than by exhibiting publicly to all and sundry what we have to sell—surely our whole-hearted effort in sponsoring the Hongkong Empire Products Fair is an important step in the right direction.

Progress with Arrangements.

What progress have we made so far with our arrangements?

Excluding the Dominions section, i.e., the sections devoted to Canada, Australia, New Zealand and South Africa, respectively, the Organising Committee have allotted, over one hundred spaces for the effective display of a large variety of goods. These allotments do not include the sections devoted to the New Territories, Produce, Motor Cars and Aircraft. The number of allotments so far made is the maximum disposable by the Organising Committee, who are limited in their allocations by the extent of space available.

The Managing Director of the Hongkong and Shanghai Hotels, Ltd., very kindly placed at the disposal of the Committee space nearly equal to three times the floor area available for last year's Fair. Despite this fact, practically the entire area has been allotted to prospective exhibitors. There are quite a number on the waiting list anxious to be advised of their allotments. In order to meet the very large demand for space the Committee has applied to the Hon. The Director of Public Works for the use of a large piece of Crown land on Nathan Road to the east of the Peninsula Hotel. Through the courtesy of the Hon. Mr. R. M. Henderson a permit has been issued for the use of the ground. After survey a plan has been drawn up for the lay-out of the site in order to meet exhibitors' requirements as far as possible. Prospective exhibitors interested in the lay-out plan can apply to any member of the Organising Committee for its inspection. In the meantime, as most people will understand, permission must be obtained from the Authorities for the erection of a matchless which it is desired to put up on the site, and it is hoped that the Hon. Mr. R. M. Henderson will find no difficulty in granting the permission applied for.

Accommodation and Features.
As soon as preliminary arrangements

afford very large additional accommodation as will be seen from the fact that it has a frontage of 160 feet on Nathan Road, with a depth of 80 feet on Salisbury and Middle Roads. The total area is thus 12,800 sq. ft. (approx.). This matchless will house, first, a depot for New Territories produce, a small office for the Sub-Committee and lady helpers in the New Territories section, stands for the display of vegetable and other agricultural produce; the Poultry section, an additional Industries section, and Motor Cars section. As regards the latter, the department will be under the care of two experts in the trade who have kindly offered their services to the Committee, which were gladly accepted.

A word must be said of the Poultry section. Lady Peel has kindly intimated her intention of exhibiting 4 white Leghorns. Exhibitors in this section will have the benefit of the assistance and advice of a Kowloon Tong expert in the person of Mr. J. A. S. Alves, who will be assisted by members of his family and friends interested in poultry farming.

Aircraft.

The display of aircraft will be on the lawn in front of the Peninsula Hotel.

The erection of so large a matchless will entail considerable expense. Expenditure, it is feared, will exceed the estimate contemplated by the Committee. This growth of expenditure is explained by the larger demands made for space and contingent expenses. The first welcome contribution has been received from the firm of Messrs. Gilman & Co., Ltd., who have donated a cheque for \$100 towards the expenses of the Fair. Needless to say, the Committee are very grateful for this tangible appreciation of the efforts to promote and foster British trade and industries.

The lay-out within the Peninsula Hotel building proper will comprise the Industries section, which will occupy the whole of the ground floor lounge and the eastern wing. The western wing will display a collection of flowers and spring blooms. The Cafeteria will also be utilised for stands for the Industries section.

Models of Yacht and Ships.

Mention must be made of a special section which has been rendered possible this year through the kind co-operation of the Chief Managers of the Hong Kong and Whampoa Dock Co., Ltd., the Taikoo Dockyard and Engineering Co. of Hong Kong, Ltd., and the Royal Hong Kong Yacht Club. In this section models and half-models of yachts built in Hongkong, large models of full-rigged ships, half model of "Dorade," winner of Transatlantic and Fastnet races in 1931, and many models of ships built in Hongkong, will be on view. The organisations responsible for this section are enthusiastically responding to the Committee's invitation with the result, it can be confidently expected, that the unique collection of exhibits will be one well worth seeing.

Telephone Company's Help.

The Hongkong Telephone Co., Ltd., is lending a great deal of assistance for the success of the Fair, especially in installing free of cost a Public Address System in all public rooms where functions are to take place during the Fair. Their stand will occupy a prominent position on the ground floor of the Hotel and on it will be exhibited an automatic telephone and a teleprinter in operation. Messages for transmission by the teleprinter will be received and transmitted.

To go into details concerning the exhibits from each firm of exhibitors would take more time than a short talk will permit.

CORRESPONDENCE

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

CHARITY FOOTBALL

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—In connection with our Charity Football Match on Sunday the 26th instant we wish to express our thanks to the following for their kind assistance.

The Hong Kong Government for the exemption of Entertainment Tax.

The Combined Services, South China Athletic Association Chinese Athletic Association.

The Hong Kong Football Association.

The Chinese Athletic Federation, The Hong Kong Football Club.

The Local Press (English and Chinese).

Messrs. A. S. Watson & Co.—Yours faithfully,

Lau King Taing,
Secretary.



He's not upset by hot weather!

A little dose of Woodward's Gripe Water after every meal helps baby against the troubles specially prevalent in the hot weather—indigestion, colic, diarrhoea. Woodward's keeps his little stomach comfortable, and thus ensures sound sleep every night.

**WOODWARD'S
GRIPE WATER**
keeps baby well

CALIFORNIA PACKING CORPORATION
CALIF., U.S.A.



"Red Raspberries
The pick of berries"



"Del Monte's Apricots
The Best to be got"

Obtainable at All Compradore Shops.

Sole Agents **KUNG SHEUNG CO.**
CHINA BUILDING
HONG KONG. PHONE 23268

Directors will be obtained in order to make the illuminations an outstanding feature of the evening attractions on the four days of the Fair.

The official opening of the Fair, according to present arrangements, will take place at noon on the 24th May, and His Excellency the

Governor has graciously consented to perform the opening ceremony. The function will be invested with a dignity becoming so auspicious a day as the opening of the second Empire Fair in Hongkong on Empire Day, 24th May next. The Fair will continue for four days thereafter.



CHINA SILK STORE

TAKE PLEASURE IN ANNOUNCING
THEIR FORMAL OPENING SALE,
AND INVITE EVERYONE TO BE
PRESENT.

GRAND OPENING SALE NOW ON

FINEST STOCKS OF REAL CHINESE
SILKS. LATEST STYLES AND
FASHIONS, WONDERFUL COLOURS
AND DESIGNS.

CHINA SILK STORE
227, DES VŒUX ROAD, CENTRAL
(The Wing On Co., Ltd.)

NEW COLOURS FOR SOUTH WALES BORDERERS

Arrangements For To-day's Ceremonial Record Of A Very Gallant Regiment

AN EVENT OF UNIQUE INTEREST TO THE SERVICES IN HONG KONG TAKES PLACE TO-DAY, WEATHER PERMITTING—WHEN HIS EXCELLENCY THE GOVERNOR, SIR WILLIAM PEEL, K.C.M.G., K.B.E., WILL PRESENT WITH TRADITIONAL CEREMONIAL NEW COLOURS TO THE FIRST BATTALION, THE SOUTH WALES BORDERERS (24th REGIMENT), AT A SPECIAL PARADE, BEING HELD AT 10.30 A.M.

The South Wales Borderers have a long and gallant record, dating back to 1689, when the regiment was raised by Sir William Dering under commission from King William III., and known as the 24th Regiment.

A hard-fighting regiment Blenheim is the first of their battle honours and Kemmel the last. Under Marlborough, and Wellington, in Spain, in the "little wars" of the nineteenth century and, during the Great War, in all parts of the world from Mons to Tientsin, they bore their part.

The story of the saving of the Old Colours in the Zulu War of 1879, fully told below, is a record of gallantry which the regiment rightly treasures.

THE PROGRAMME

The programme for to-day will be as follows:—

The Four Guards with the Escort to the Colours (No. 1 Guard) on the right are drawn up in line.

The Old Colours are in the front on the left of the Line, guarded by sentries.

1. TROOP.

Band and Drums Slow March Quick March.

Escort for the Colours moves out preceded by the Band and Drums, forms to the left and marches to receive the Old Colours.

Royal Salute—Present Arms.

The Old Colours are trooped along the line of the Guards, the Escort passing between the ranks.

The Old Colours are marched along the front of the Battalion and deposited in rear.

The Battalion forms three sides of a square.

The New Colours are brought forward and placed on piled drums.

The Consecration Service takes place, conducted by Rev. J. N. Lewis Bryan, Senior Chaplain to the Forces, followed by H.E. The Governor's address.

The Battalion reforms line.

Salute the Colours.

Colours rejoin the line in Slow Time.

The Battalion forms into Column and marches past in Slow Time.

Having reformed line. Advance in Review Order.

Royal Salute—Present Arms.

TUNE.

1. Slow March "Men of Harlech."

Quick March "Warwickshire Lads and Lassies."

2. Quick March "British Grenadiers."

"God Save the King."

3. Slow March "Troop the Colours."

4. Slow March "Auld Lang Syne."

5. General Salute by Buglers

10. Slow March "God Save the King."

11. Slow March "Dover Castle."

"God Bless the Prince of Wales."

12. Quick March "British Grenadiers."

13. "God Save the King."

ON PARADE.

Commanding Officer: Lieut. Colonel G. T. Raikes, D.S.O.

Adjutant: Lieutenant J. W. Hope.

Officers for handing the New Colours to H.E. The Governor: Major R. G. Lochner, M.C.

Officers for the Colours: Lieut. A. J. Stocker.

Lieut. J. O. Crewe-Read.

OFFICERS BY GUARDS.

Escort to the Colours: Captain G. O. Cooper.

Lieutenant R. M. Davies.

Lieutenant R. F. Gillespie.

No. 2 Guard: Captain P. L. Villar, M.C.

Lieutenant A. G. Martin.

Lieutenant T. H. S. Galletly.

No. 2 Guard: Captain A. R. Smeathers.

Lieutenant R. S. Cresswell.

Lieutenant H. W. Tyler.

No. 4 Guard: Captain N. R. G. Tucker.

Lieutenant J. L. Jordan.

Lieutenant A. C. Hamilton.

R.S.M. O. F. Theobald.

Bandmaster J. L. Gecks, A.R.C.M. Drum Major E. Thomas.

IN ATTENDANCE.

Captain W. L. Hughes, M.C. Lieutenant J. C. Richardson.

Lieutenant W. K. Miller (Quarter master). Lieutenant A. G. D. Home.

2/Lieutenant D. P. Yates.

CONSECRATION OF COLOURS

FORM OF SERVICE.

The officer commanding the parade shall say:—

"Reverend Sir, on behalf of the Regiment we ask you to bid God's blessing on these Colours."

S.C.F.: "We are ready so to do." The Senior Chaplain shall then say:—

"Forasmuch as men at all times have made for themselves signs and emblems of their allegiance to their rulers, and of their duty to uphold those laws and institutions which God's providence has called them to obey; we, following this ancient and pious custom, and remembering that God Himself led His people Israel by a pillar of fire by night and a pillar of cloud by day, are met together before God to ask His blessing on these Colours, which are to represent to us our duty towards our Sovereign and our Country. Let us, therefore, pray Almighty God of His mercy to grant that they may never be unfurled, save in the cause of justice and righteousness; and that He may make them to be to those who follow them a sign of His presence in all dangers and distresses, and so increase their faith and hope in Him, who is King of kings and Lord of lords."

Let us pray.

S.C.F.: Our help is in the Name of the Lord.

All: Who hath made heaven and earth.

S.C.F.: The Lord be with you. All: And with Thy spirit.

Almighty and Everlasting God, we are taught by Thy Holy Word that the hearts of kings are in Thy rule and governance, and that Thou dost dispose and turn them as it seemeth best to Thy Godly wisdom; We humbly beseech Thee so to dispose and govern the heart of George, Thy servant, Our King and Governor, that in all his thoughts, words, and works, he may ever seek Thy honour and glory, and study to preserve Thy people committed to his charge in wealth, peace and godliness. Grant this, O Merciful Father, for Thy Son's sake Jesus Christ Our Lord. Amen.

O Lord Our God, who from Thy throne beholdest all the kingdoms of the earth, have regard unto our land, that it may continue a place and a people who serve Thee to the end of time. Guide the Government of this great Empire, here and in the far corners of the earth, and grant that all who live beneath our flag may be so mindful of that threefold cross, that they may work for the good of others, according to the example of Him who died in the service of men, Thy Son, our Saviour, Jesus Christ. Amen.

Remember O Lord what Thou hast wrought in us, and not what we deserve, and as Thou hast called us to Thy service, make us worthy of our calling, through Jesus Christ our Lord. Amen.

Then shall the Senior Chaplain proceed to the Consecration.

S.C.F.: To the praise of God and the hallowing of His Holy Name.

All: We dedicate ourselves afresh.

S.C.F.: To the love of our King and Country, and to the welfare of mankind.

All: We dedicate ourselves afresh.

S.C.F.: To the protection of all those who pass to and fro on their lawful occasions.

All: We dedicate ourselves afresh.

S.C.F.: To the preservation of order and good government.

All: We dedicate ourselves afresh.

S.C.F.: To the hallowed memory of our comrades, whose courage and endurance add undying lustre to our emblems.

All: We dedicate our Colours.

S.C.F.: In continual remembrance of our solemn oath and in token of our resolve faithfully and truly to keep it to the end.

All: We dedicate our Colours.

The troops will be called to attention, and the Senior Chaplain, laying his hand on the Colours, shall say:—

"In the Name of the Father and of the Son and of the Holy Spirit, we do consecrate and set apart these Colours, that they may be a sign of our duty towards our King and our Country in the sight of God. Amen."

Let Us Pray.

All: Our Father which art in heaven, Hallowed be thy Name. Thy kingdom come. Thy will be done, in earth as it is in heaven. Give us this day our daily bread. And forgive us our trespasses, As we forgive them that trespass against us. And lead us not into temptation; But deliver us from evil: For thine is the kingdom, the power, and the glory, For ever and ever. Amen.

S.C.F.

O Lord, who rulest over all things, accept, we beseech, our service this day. Bless what we have blessed in Thy Name. Let Thy gracious favour rest on those who shall follow the Colours now about to be committed to their trust. Give them courage and may their courage ever rest on their sure confidence in Thee. May they show self-control in the hour of success, patience in time of adversity; and may their honour lie in seeking the honour and glory of Thy great Name. Guide the counsels of those who shall lead them, and sustain them by Thy help in the time of need. Grant they may all so faithfully serve Thee in this life, that they fail not finally to obtain an entrance into Thy heavenly kingdom, through the merits of Thy Blessed Son, Jesus Christ, our Lord Amen.

Then shall the Senior Chaplain give this Blessing.

"May God who has called you to this service enable you to fulfil it; may the Father make you strong and tranquil in the knowledge of His love; may the Lord Christ bestow upon you the courage of His gentleness and the steadfastness of His brave endurance; may the Holy Spirit grant you that self-control which comes from the gift of His wisdom, and may the Blessing of God, the Father, the Son, and the Holy Spirit, be upon you, now and always. Amen."

S.C.F.: To the love of our King and Country, and to the welfare of mankind.

All: We dedicate ourselves afresh.

S.C.F.: To the maintenance of honour and the sanctity of man's pledged word.

All: We dedicate ourselves afresh.

S.C.F.: To the preservation of order and good government.

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"May God who has called you to this service enable you to fulfil it; may the Father make you strong and tranquil in the knowledge of His love; may the Lord Christ bestow upon you the courage of His gentleness and the steadfastness of His brave endurance; may the Holy Spirit grant you that self-control which comes from the gift of His wisdom, and may the Blessing of God, the Father, the Son, and the Holy Spirit, be upon you, now and always. Amen."

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PERSECUTION OF JEWS

AGITATION FOR GERMAN BOYCOTT

[THROUGH REUTER'S AGENCY]

LONDON, March 27. At a meeting in London yesterday, the Jewish Board of Deputies, representing the Jews in the British Empire, decided not to support as a body, the boycott of German goods as a protest against the treatment of Jews in Germany, but to take all steps possible to secure the recognition of the rights of Jews in Germany, to freedom and justice.

BOYCOTT SPREADS IN POLAND

WARSAW, March 27. The Jewish boycott of German goods is spreading rapidly in Poland.

GERMAN AMERICAN'S SATISFIED

COLOGNE, March 27. As far as is ascertainable no anti-Jewish excesses are now occurring in the Rhineland. American members of the Cologne branch of the American Chamber of Commerce in Germany have cabled to the National Chamber of Commerce at Washington, deprecating the boycott of German goods, and declaring that there has been no interference of American citizens, firms or property.

FANATICAL NAZI NOW A POLICE CHIEF

BERLIN, March 27. A number of new Nazi Police Presidents have been appointed in Prussia, and include ex-Lieutenant Haines, Police Chief of Breslau, who was sentenced to 15 years' hard labour for the murder of the suspected traitor in the so-called "Black Reichswehr" some years ago.

The sentence was reduced to five years, but he was released within two years and became a fanatical Nazi Member of the Reichstag. 270 "Red" Arrested.

A PROTEST AGAINST WEIMAR CONSTITUTION

THURINGIAN, March 27. The Minister of Education has ordered the removal from the National Theatre the Weimar Plaque commemorating the adoption there, of the Weimar constitution.

IN HONG KONG TO-DAY

CLOUDY; PROBABLY SOME RAIN

YESTERDAY'S WEATHER REPORT, FORECAST AND REMARKS, ISSUED BY THE ROYAL OBSERVATORY AT 5.40 P.M., STATED:

THE ANTICYCLONE OVER N. CHINA CONTINUES TO INCREASE IN INTENSITY. A DEPRESSION IS SITUATED TO THE SOUTH OF OKAKA, MOVING NORTHEASTWARD. FRESH TO STRONG MONSOON WILL PREVAIL OVER THE CHINA COAST AND THE NORTHERN CHINA SEA.

FORECAST: — N. AND N.E. WINDS, FRESH; CLOUDY WITH MIST OR LIGHT RAIN; COOL.

LOCKED IN

SEQUEL TO PUBLIC RAID IN WANCHAI

When a Chinese woman was charged before Mr. Schofield at Central Magistracy yesterday with being the keeper of a disorderly house at Wanchai, a serious question of fire danger came to light. According to the prosecuting officer, he raided the premises on Sunday morning, and found both front and rear exits blocked up by locked iron grilles. The inmates, apparently warned of the police visit, had cleared from the floor, leaving three bluejackets inside who were asleep, and unaware that they were locked in. The same place had been raided five times within a month, and always the police had found their way barred by the locked grilles. The woman was fined \$150 with the alternative of two months' hard labour.

NO TERRITORIAL DESIGNS

DECLARATION BY SIGNOR MUSSOLINI

[THROUGH REUTER'S AGENCY]

LISBON, March 27. SIGNOR Mussolini has no territorial designs on the Colonial possessions of Portugal, according to a declaration received from Rome by the Portuguese Government.

Il Duce declares that he never expressed an ambition to possess Angola or any Portuguese possession in Africa, and assured the Portuguese Government of Italy's best friendship to a country "whose Colonial efforts and progress are appreciated and respected throughout the world."

AIR TRAGEDY IN OAKLAND

'PLANE CRASHES INTO ROW OF HOUSES

[THROUGH REUTER'S AGENCY]

OAKLAND, CALIFORNIA, March 27. A TERRIBLE air tragedy, involving the loss of twelve lives, occurred here yesterday when a passenger plane, flying low on account of bad visibility, crashed into a row of houses. The impact caused the fuel tanks to explode, demolishing three houses, and killing all the occupants except one.

The tragedy occurred during a blinding rainstorm, and it is thought that the pilot misjudged his altitude.

Two passengers who were in the machine, together with the pilot, were killed instantly, while in one of the private residences, an entire family of six, including two children, were wiped out. Three adults were killed in adjoining houses.

The violent explosion was heard at a distance of many miles, and fire added to the horror of the crash, two houses being practically gutted.

AVIATION PLANS IN SIAM

BANGKOK TO PARIS IN A WEEK

Bangkok, March 26.—Siam has long enjoyed an air service with Europe which has been the envy of Malaya, and the latest accelerations in this service will not lessen that feeling. Now mails leaving Paris on Thursday are delivered in Bangkok the following Thursday. This service has also introduced the club packet for mails—much on the same lines as the Chinese coolies letters for China are treated between Bangkok and Hoihow and Swatow, and a week's London or Paris papers are brought out by their planes and delivered at a reasonably modest fee.

It remains to be seen how far Bangkok people are interested in this proposition.

Another facility offered by this service is the journey to Angkor. The journey by train and car takes the whole of a very long day, with careful organisation and is really a very tiring effort. By plane one can now do the journey in an hour and a half leaving on Thursdays and on Sundays make the return journey in the same time. The fare compares very favourably with that by train and car, and the saving of time is enormous.

For the week ending, March 11, the Aerial Transport Co. of Siam, Ltd., have transported mail loads that have broken all previous records, with a total of 1,200 lbs. of mail and 204 lbs. of goods; transported in the north-eastern provinces within a week.

NEW ZEALAND TO AUSTRALIA

KINGSFORD SMITH'S LATEST FLIGHT

[THROUGH REUTER'S AGENCY]

SYDNEY, March 27. SIR Charles Kingsford Smith landed here at 5.30 p.m. yesterday, having flown the 1,200 miles from New Zealand in 11 hours 40 minutes.

BRITISH PLAN FOR DISARMAMENT

OPEN FOR DISCUSSION ON AIRCRAFT FIGURES

[THROUGH REUTER'S AGENCY]

ANGORA, March 27. THE British disarmament plan is open for discussion on aircraft figures, and is capable of modification, stated the British Charge D'Affaires, the Rt. Hon. Sir George Clerk, during an interview with the Turkish Foreign Minister.

AMERICA'S GOLDEMBARGO

MAY BE LIFTED AT AN EARLY DATE

[THROUGH REUTER'S AGENCY]

NEW YORK, March 27. THE eagerly awaited announcement regarding the embargo on gold is expected to be made by the United States Treasury, to-day. The Treasurer declined to give any hint regarding the nature of the announcement, but rumours are current in Wall Street that a relaxation of the embargo is contemplated.

DISSATISFACTION AT FORD WORKS

[THROUGH REUTER'S AGENCY]

LONDON, March 27. SEVERAL hundred employees of the huge Ford works at Dagenham, Essex, went on strike last night as a protest against wage cuts stated to have been enforced last week.

The strikers consist of the majority of the night shift workers.

WHITE PAPER CRITICISED

[THROUGH REUTER'S AGENCY]

NEW DELHI, March 27. THE Executive Board of the Moslem Conference has passed a resolution expressing profound dissatisfaction at the White Paper. It is urged that radical changes should be made, and the resolution demands a severe curtailment in the powers granted to Governors and the Governor General.

BAD YOUNG BOYS!

SIAMESE MINISTER SHOCKED

Bangkok, March 27.—The Minister of Public Instruction in a speech here to-night castigated Bangkok school-boys for attending cinemas not in order to see the films but to meet schoolgirls and flirt. Moreover, he declared, the boys here showing a tendency to wait outside the Girls' Schools and meet the girls returning home and engage in flirtations.

THE FAR EAST SITUATION

EUGENE CHEN URGES U.S. INTERVENTION

[THROUGH REUTER'S AGENCY]

SHANGHAI, March 27. Advancing the Chinese submission that the vital interests of the United States demand active and positive intervention on the part of the United States in the conflict created by Japan's military action against China, Mr. Eugene Chen, a former Foreign Minister in the Central Government, yesterday issued a lengthy statement on American rights and obligations in the Sino-Japanese conflict.

Mr. Eugene Chen urges the United States to demand, in return for the cancellation of War Debts, that Britain and France co-operate with the United States in assisting China to secure Japan's observance of the Nine Power Treaty and to carry out general disarmament, which will ensure international security and peace in the Far East.

Examining the situation from many aspects and considerations Mr. Chen believes that, willingly or unwillingly, the United States is bound to take the leading part in the task of preventing Japan breaking up the international system in the Far East, which rests on the doctrine of "Open door," the Nine Power Treaty and the Kellogg Pact. He rejects the thesis that Manchuria is a matter of life or death to Japan as a source of raw materials, a barrier against the Soviets and the home for Japan's surplus population.

FAMILIES OF VOLUNTEERS

ARRIVAL AT SHANGHAI LAST SUNDAY

[THROUGH REUTER'S AGENCY]

Shanghai, March 26. Mrs. Wang Teh Lin and families of the Volunteers from Kiri arrived in Shanghai this evening, the party consisting of 158 persons. The expenses of the party are being met by various local relief associations.

Interviewed by the Press, Mrs. Wang Teh Lin said that her husband had left for Europe with General Ma Chan Shan and General Su Ping Weng, and others, who are returning to China at the end of April.

CHIANG CONFERS WITH WANG

[THROUGH REUTER'S AGENCY]

Nanking, March 26. The meeting of the Central Executive Council to-morrow will definitely decide the question of Mr. Wang Ching Wei's resumption of the Presidency of the Executive Yuan.

General Chiang Kai Shek called on Mr. Wang this afternoon and was closeted with Mr. Wang for two hours. Mr. Wang Ching Wei states that he is planning to leave for North China within a week to inspect the situation of the Great Wall front.

SILVER MARKET

LONDON PRICES

[From Our Own Correspondent.]

LONDON, March 27. FOLLOWING ARE THE SILVER MARKET TO-DAY:

	Mar. 27	Mar. 26
Spot	177/16	177
Forward	177	179/10

PRIEST KILLED BY BANDITS

OUTRAGE REPORTED IN HUNAN PROVINCE

[THROUGH REUTER'S AGENCY]

PEIPING, March 27. RELIABLE foreign sources here have received a telegram from Hunan stating that Father Othmar Stimpf, a Franciscan of Tyrolean nationality, has been killed by bandits in Hunan Province. Father Stimpf was attached to the Yungchowfu Prefecture.

THE MOSCOW ARRESTS

BAIL REFUSED TO BRITISHERS

[THROUGH REUTER'S AGENCY]

MOSCOW, March 27. THE Public Prosecutor here has refused to accept the offer of the Metropolitan Vickers Company to supply bail for all their employees, both English and Russian, who are at present detained awaiting trial on charges of sabotage of electrical machinery.

The refusal was made on the ground that the offer contained an unwarranted expression of opinion on the innocence of the accused and the necessity for a trial.

SPRING NAVAL EXERCISES

Revised Plans By Admiralty

DEFENCE PROBLEMS

(Special Air-Mail Service)

March 7. It would appear that, contrary to the original plans for the spring cruise, important sections of the Home Fleet now at Gibraltar will shortly proceed to Pollenza Bay, in the Balearic Islands, there to meet a detachment of the Mediterranean Fleet, and that these forces will then engage in combined exercises, probably on a restricted scale.

The following units of the Home Fleet are, I learn, due at Pollenza on March 10: Nelson (flagship of Adml. Sir John D. Kelly, Commander-in-Chief) and Rodney.

Aircraft-carriers Courageous and Furious; Second Cruiser Squadron, comprising Dorsetshire, York, and Exeter;

Cruiser-minelayer Adventure; Cairo, destroyer flagship, and 2nd, 5th, and 6th Destroyer Flotillas.

The Mediterranean Fleet is to be represented by:

Battleship Resolution (flagship of Adml. Sir William Fisher, Commander-in-Chief);

Aircraft-carrier Glorious; 3rd Cruiser Squadron, Delhi, Ceres, and Curlew; and 1st, 3rd, and 4th Destroyer Flotillas.

In view of the great predominance of light craft it is evident that the tactical schemes to be worked out are mainly concerned with cruiser, destroyer, and aircraft operations. The presence of the flagships will enable the respective commanders-in-chief to confer on current problems of naval defence.

principal tenant.

Cross-examined by Mr. Fraser, prisoner said he did not know that either of the plates had been left in his cubicle.

A verdict of not guilty was returned.

NOT GUILTY

NOTE FORGERY CASE AT SUPREME COURT

[THROUGH REUTER'S AGENCY]

After a short absence the jury returned the verdict of not guilty in respect of both charges of being in possession of implements of forgery which Siu Yau Cheung answered in the Supreme Court yesterday before Mr. Justice Wood, Acting Chief Justice.

The jury comprised Messrs. J. A. Shaw (foreman), W. R. Wilkinson, R. A. dos Remedios, N. Macarthur, R. Morrison, S. Edgar and I. L. Goldenberg.

Mr. J. A. Fraser, assistant Attorney-General, for the Crown, said the articles for the possession of which the accused was charged were found on February 2, when the police visited a cubicle, in 16, Clarence Street.

On a table they found a number of articles used in the manufacture of banknotes and a one-tical Siamese note. There were several glass plates on which were marks similar to those on Siamese banknotes of one-tical and twenty-tical value.

The rest of the premises was then searched and further articles were found, including glass and copper plates. It would be proved in evidence that accused, with a man named Li, had shared the cubicle for some six weeks prior to the visit of the police.

On another floor, said Mr. Fraser, the police found a blue print which corresponded in detail to the glass plate of the one-tical note.

His Lordship asked if any evidence would be called to show that the notes were definitely Siamese notes, to which Mr. Fraser replied that he had not thought that necessary. "The Siamese Consul was approached," he added, "but he says he has never seen a Siamese note."

Siamese Student's Evidence.

When the hearing was resumed in the afternoon a University student, a native of Siam, gave evidence that the notes which the Crown produced were genuine Siamese notes. A money changer also testified to the genuineness of the notes.

The principal tenant of 18, Stanley Street, was called and gave evidence as to the length of stay in the premises of the accused.

Accused's Story.

In the witness box the accused said that he was a trader in fish lines and had come to Hong Kong in October of last year. He got in touch with a man named Chan with whom a relative of his had had business dealings. Chan was an agent for a Japanese firm and had in that capacity sold prisoners relative condensed milk which the latter marketed at a good profit in Kwangsi. Since the war with the Japanese, however, he had been unable to sell the milk as it had a distinctive Japanese trade mark of a red sun.

Prisoner suggested that he should trade his fish lines with Chan in exchange for the milk, the idea being that if he could change the trade mark he could sell the milk.

About this time he met a friend who had been in Siam who lent him some Siamese money. Later he agreed to let another friend named Li share his cubicle at 16, Stanley Street. Li offered to help him over the question of changing the trade mark on the tins of milk and it was agreed that the design on the back of the Siamese notes might be used for this purpose. Li had two photographic plates made of this design. The prisoner said that he scolded Li because one of these plates reproduced not merely the centre picture that the border which surrounded it, he felt that the possession of such a photograph might get him into trouble and asked Li to destroy the plate.

About the 28th of January Li left for his home up country, leaving his possessions in the charge of the prisoner.

(Continued on previous column.)

NEW ZEALAND V. ENGLAND

MATCH DECLARED A DRAW

[THROUGH REUTER'S AGENCY]

March 27. ALL possibilities of an England triumph against New Zealand in the first Test were ruined when a violent dust storm caused play to be abandoned and the match to be declared a draw.

New Zealand's last five-wicket added only 27 runs after lunch and New Zealand, forced to follow on 337 in arrears, had scored 35 without loss when play was abandoned. The weather was sunny and the wicket in good condition when M. L. Page, the New Zealand captain, accompanied J. L. Kerr (45) to the crease to continue the innings at 153 for 3.

The batting was lifeless at the start, the pair adding 35 runs by dogged methods before Kerr was taken in the slips off Brown. 188-1-59.

Kerr, who this morning, added only 17 runs to his overnight total, was at the crease for 168 minutes for his 59, which included eight boundaries.

English Success.

The English attack met with a further success when James, the wicket-keeper, stepped in front of a straight one from Maurice Tate at 198.

A crowd of 5,000 saw the dismissal of Page after lunch with only 9 runs added. 205-6-22. Six runs later Smith was clean bowled by Tate for four.

Freeman fell a victim to Voe's inswinger at 212 and Newman suffered the same fate when the innings was terminated.

Tate fulfilled all expectations as a shock bowler, sending down 37 overs for 42 runs and 9 wickets. Voe returned the best average, his 3 wickets costing 9 runs apiece.

Faced with the task of scoring 337 to save the innings, defeat Dempster and Whitlaw remained together until tea when 24 runs were on the board.

The pair had added only 11 runs after tea when a violent dust storm completely obscured the players during an over from Allen and the game was abandoned as a draw.

Scores: — 1st Innings 500.

England—1st Innings 500.

New Zealand—1st Innings 223.

C. S. Dempster, c Wyatt, b Voe, 50.

Allen, not out, 10.

P. Whitlaw, c Brown, b Voe, 30.

G. L. Weir, c Hammond, b Voe, 26.

J. L. Kerr, c Hammond, b Voe, 45.

M. L. Page, c Voe, b Allen, 24.

K. L. James, lbw, b Tate, 2.

E. Smith, b Tate, 4.

H. Newman, b Voe, 7.

E. P. Freeman, b Voe, 1.

F. T. Budgeck, not out, 10.

H. G. Vivian, absent, 0.

Extras 16.

Total 223.

Fall of the wickets: — 1 for 25; 2 for 59; 3 for 153; 4 for 186; 5 for 198; 6 for 205; 7 for 211; 8 for 218; 9 for 223.

Bowling Analysis.

O. M. R. V.

Tate 37 10 42 2

Voe 17 1 27 3

Allen 20 5 46 2

Brown 19 10 24 1

Verity 22 7 58 1

New Zealand—2nd Innings.

C. S. Dempster, not out, 14.

P. Whitlaw, not out, 17.

Extras 4.

Total (for no wicket) 39.

Bowling Analysis.

O. M. R. V.

Voe 4 0 13 0

Tate 3 1 5 0

Hammond 2 0 2 0

Allen 4 1 5 0



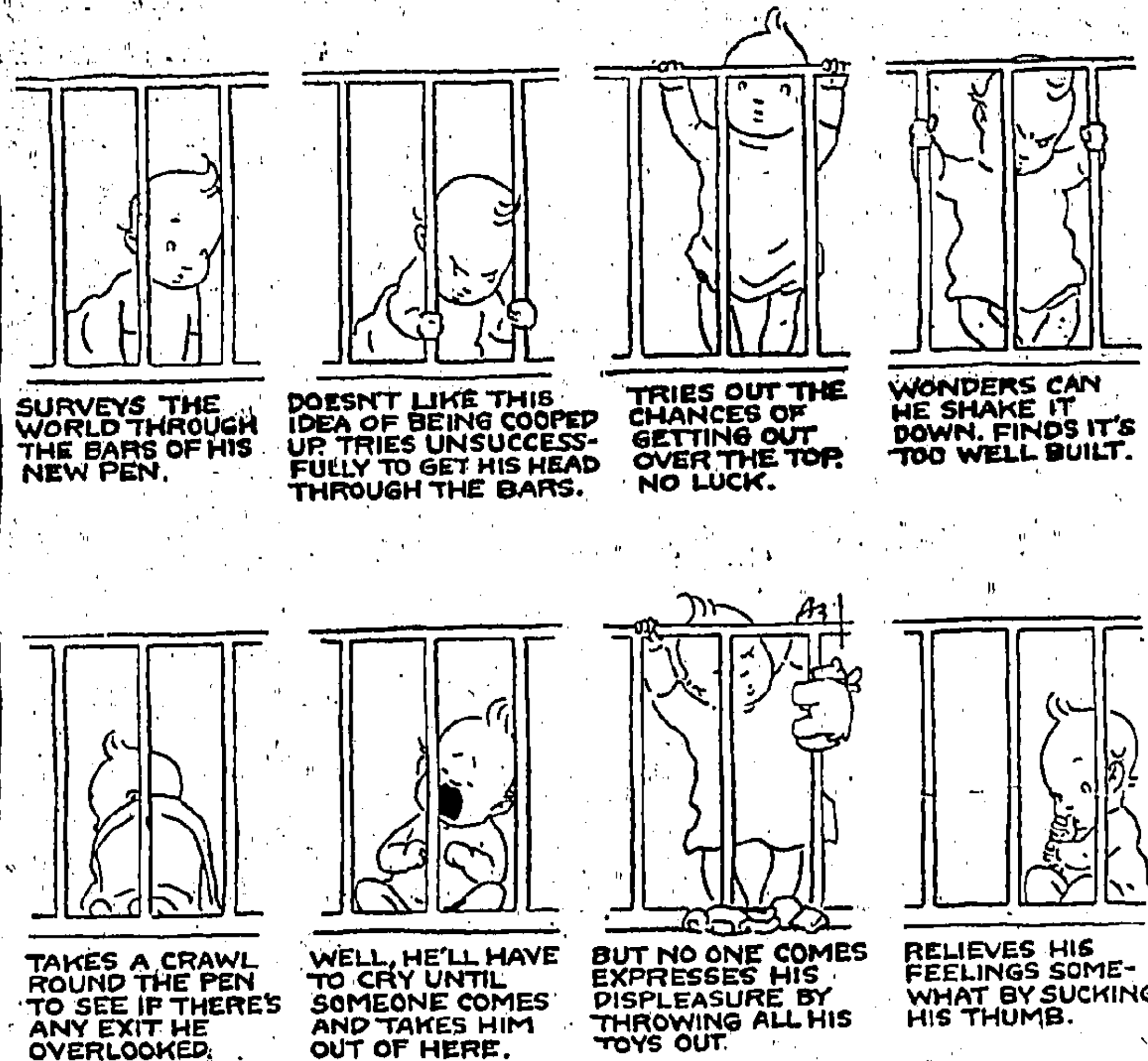
The most widely prescribed food beverage in the world

ALL over the world—Europe, America, Africa, Asia, Australasia, throughout China and Malaya—Ovaltine is widely and regularly prescribed by doctors for their patients. This is the result of long practical experience of its supreme food-value. For the same reason, Ovaltine is also used extensively in hospitals, sanatoria and nursing homes in every country.

THERE IS NO SAFE SUBSTITUTE FOR 'OVALTINE' TONIC FOOD BEVERAGE

PENNED IN

By GLUYAS WILLIAMS



THE TRAVESSA TROPHY

KWAISANG BOAT A GOOD FIRST

The bi-annual Travessa Trophy race for ship's lifeboats was sailed yesterday, a boat from the Kwaissang taking the lead from the start, to finish a good first.

The tour was from Channel Rocks, thence to Kowloon Rocks, thence to a mark off the Yacht Club, thence to Cuckoo Rock with the finish opposite the Yacht Club.

Ten boats took part, two from the Kwaissang (sailed by Messrs. McPherson and Goudy), two from Tjikembang (sailed by Messrs. Sagsennan and Treuw), two from Anshan (sailed by Messrs. McLeod and Hoppard), one from Haining (sailed by Mr. Pater), one from Hainbow (sailed by Mr. Barron), one from Tjiondari (sailed by Mr. Witte) and one from Kaying (sailed by Mr. Scott).

The weather was dull but the sea was comparatively calm. After a false start, the boats got off in good order, the Kwaissang boat (Mr. McPherson) going into the lead immediately with the Haining not far behind. The boats soon strung out in a long line, and when Kowloon Rock was reached, the Haining, Tjiondari and the Tjikembang (Mr. Sagsennan) were struggling for second place.

The final order was—Kwaissang (Mr. McPherson), Haining, Tjiondari, Kwaissang (Mr. Goudy), Tjikembang (Mr. Sagsennan), Hainbow, Kaying, Anshan (Mr. Hoppard).

The other boats from Tjikembang (Mr. Treuw), and Anshan (Mr. McLeod) did not finish.

Presentation of Trophy.

After the race the Trophy was presented by Mr. A. L. Shields to Mr. Todd, marine superintendent of the successful stowmen's company, the Indo-China S.N. Co., and a souvenir was presented to Mr. J. H. McPherson, the successful coxswain.

THE VOLUNTEERS DIARY

FIXTURES FOR THE NEXT THREE WEEKS

March 29.—H.E. Major General O. C. Barrett, G.O.C., will be entertained to a dinner by the Officers at Headquarters.

March 31.—On the occasion of the visit of His Excellency the Governor of Macao, the motor machine gun section will form the escort, and the Portuguese Company will provide the guard of honour composed of two officers and 30 men under the command of Lt. J. S. Rodrigues. Colours will be carried by 2nd Lt. P. P. Sequeira.

April 1.—Captain F. J. R. Mitchell, O.B.E., will go on Home leave.

April 2.—The Armoured Car Section will fire the annual Vickers Gun course at Stonecutters.

April 4.—A practice parade for the annual inspection by the General Officers. Commanding the Troops in China will take place at 5.30 p.m. on Murray Parade ground.

April 11.—Annual inspection by G.O.C. on Murray Parade ground.

April 12.—The annual dinner of the A.S.C. Cadre will be held at the Sports Club.

April 16.—Troop competes for the Dowbiggin Trophy (Part II) at Fanling, 3.30 p.m.

The annual Troop dinner will take place at Hunters' Arm in the evening. The Troop returns to Hongkong by rail on Monday, 17th after which till will be taken at the Polo Club.

Mr. Shields said that despite the inclement weather it was gratifying to note that ten boats had entered. Since 1929 the Indo-China S.N. Co. had won on six occasions but prior to that the honours were shared by the Java-China-Japan Line and the Douglas Steamship Co.

SINGAPORE TO DARWIN

SURVEYING AIR ROUTE

Singapore.—A survey of the air route from Singapore to Darwin, which is to be the final portion of the Air Route from London to Australia, is being undertaken by two airmen representing the Australian Government who will leave Seletar shortly in a D.H. Moth aeroplane.

Mr. D. Ross and Mr. D. Gardiner, who are attached to the Department of Civil Aviation of the Commonwealth Government, arrived in Singapore last week-end by the Nieuw Holland, with their machine stowed on board. It was unloaded and taken to the Air Base, where it is housed until they are ready to leave.

Under the terms of the International Convention for Aerial Navigation, to which practically all the countries of the world are signatory, the air is free to all aircraft for ordinary flying, but when one country wishes to establish a regular air service across another country's territory special sanction has to be granted by the Government concerned. The route from Singapore to Australia passes through the Netherlands East Indies, and pending the sanction of the Dutch Government for this service, Mr. Ross and his companion are standing by before commencing their flight.

Study of Conditions.

During their survey they will study conditions in the various centres at which they call—landing grounds, hangars, general facilities, and condition of the ground in wet weather. Meteorological and climatic conditions, will also come within their purview, and the results of their work will be cabled briefly to the Government in Australia, and reported in full on their return.

Their route lies through the Netherlands East Indies by way of Batavia and Surabaya to Timor. The length of time the flight will take will of course be governed by the time taken to complete their survey in the various ports.

The object of the flight is to obtain data as regards facilities available for service planes along the route proposed to be covered in linking up with Imperial Airways at Singapore. It was decided by the Australian Government some time ago to give out the contract by tender for the maintenance of the service with a Government subsidy to aid the company which was awarded the contract. Some part of the tender forms has been drawn up, but certain details regarding the facilities along the route need to be included, and this information is being obtained by Mr. Ross and Mr. Gardiner.

By End of this Year.

During their stay in Singapore they have been granted facilities for inspecting the landing ground at Seletar for this purpose, and have also been shown over the site of the new aerodrome now under construction at Kallang Basin.

Mr. Ross told a representative of the Free Press yesterday that he anticipated that the forms for tender would be ready for issue to the various airway companies in Australia within one month of the time of the completion of his survey. It would then be some time before the tenders were called in, and further delay while they were considered by the Commonwealth Government, but there was a prospect of the organisation of the Australian end of the air route being completed by the end of the year.

That did not necessarily mean that the service would be put into operation by that time. It depended to a certain extent on Imperial Airways, who will operate that portion of the route between London and Singapore.

Eighteen Days.

At the present time the whole of the route has been surveyed by Imperial Airways experts, but there still exists difficulty with the Indian Government in regard to crossing India.

When the Empire route is opened it will probably run rather more slowly than the Dutch Airways—by two or three days. The full run through to Sydney and Melbourne is expected to take eighteen days—twelve to Singapore and six on to Sydney. The organisation will be on different lines, however.

The Dutch system is to run one machine through, the route from Amsterdam to Batavia, but the policy of Imperial Airways has always been to have reserve machines on the long routes to take over in case of breakdown, a policy which will be followed also by the Australians on their sections of the Empire route.

NEW COLOURS FOR SOUTH WALES BORDERERS

(Continued from Page 7.)

Accompanied by Lieut. Coghill, Lieut. Melvill rode off with the colour. Both Officers reached the Buffalo river although, owing to the badness of the track, the Zulus kept up with them and continued throwing spears at them.

The river was in flood and at any other time would have been considered impassable. They plunged their horses in, but whilst Coghill got across Melvill, entangled by the colour, was washed off his horse. Coghill at once rode back into the river to his assistance, but the current was too strong and both officers were under heavy fire from Zulus on the bank. They actually succeeded in reaching the far bank, but the colour was carried away down stream.

The bodies of Melvill and Coghill were afterwards found close to a large boulder against which they appear to have stood to fight, for around them lay several dead Zulus.

The colour was found later wedged between two stones in the river and was returned to the 1st Battalion. Lieutenants Melvill and Coghill were buried where they fell.

A cross was subsequently placed over the spot by Sir Bartle Frere bearing the inscription: "In memory of Lieutenants Adjutant Teignmouth Melvill and Lieut. A. J. A. Coghill, 1st Battalion, 24th Regiment, who died on this spot on January 22, 1879, to save the Queen's Colour of their Regiment."

The Victoria Cross was awarded posthumously to both Lieutenants Melvill and Coghill for their gallantry. After the 1st Battalion had returned to England, Her Majesty Queen Victoria expressed a wish to see the rescued colour.

Both colours were taken to Osborne, where Her Majesty placed a wreath of immortelles on the staff of the Queen's Colour to commemorate the devoted gallantry of Lieutenants Melvill and Coghill in saving the Colour and in recognition of the noble defence of Rorke's Drift. Her Majesty commanded that a silver wreath should in future be borne round the staff of the Queen's Colour of both battalions. A replica of the wreath is also worn on the cap badge surrounding the Regimental Crest.

The original wreath of immortelles placed on the colour by Her Majesty Queen Victoria is still preserved in the Officers' Mess.

Note.—The original wreath of immortelles will be on view in the Jockey Club enclosure.

COLONEL IN CHIEF:

Lt-General H.R.H. The Prince of Wales and Duke of Cornwall, K.G. K.T., G.C.S.I., G.C.M.G., G.C.I.E., G.C.V.O., G.B.E., M.C.

COLONEL OF THE REGIMENT:

Brigadier L. I. G. Morgan-Owen, C.M.G., C.B.E., D.S.O.

BATTLE HONOURS.

Borne on King's Colour: Blenheim, 1855-57; Ramillies, 1855-57; Oudenarde, 1855-57; Malplaquet, 1855-57; Peninsular, 1855-57; Cape of Good Hope, 1855-57; Talavera, 1855-57; Busaco, 1855-57; Fuentes d'Onor, 1855-57; Salamanca, 1855-57; Borne on the Regimental Colour: Mons, 1914; Ypres, 1914, '17, '18; Gheluvelt, 1917; Somme, 1916, '18; Cambrai, 1917, '18; Doiran, 1917, '18; Landing at Helles, 1915; Baghdad, 1915.

OTHER BATTLE HONOURS GAINED BY THE REGIMENT.

Retreat from Mons, 1914; Aisne, 1914, '18; Langemarck, 1914, '17; Nonne Bosschen, 1914; Givenchy, 1914; Aubers, 1915; Loos, 1915, 1916, '18; Bazentin, 1918; Pozieres, 1918; Fiers-Courcellette, 1918; Morval, 1918; Arras, 1917, '18; Scarpe, 1917; Messines, 1917, '18; Pilkem, 1918; Metin Road, 1918; Polygon Wood, 1918; Broodseinde, 1918; Poelcappelle, 1918; Passchendaele, 1918; Sari Bair, 1918; Gallipoli, 1915-1918; Tigris, 1916; Mesopotamia, 1916-18.

ST. QUENTIN CANAL, 1918; Bapaume, 1918; Lys, 1918; Estaires, 1918; Hazebrouck, 1918; Bailloul, 1918; Bethune, 1918; Scherpenberg, 1918; Drocourt-Queant, 1918; Hindenberg Line, 1918; Havrincourt, 1918; Ephehy, 1918.

(Continued on next column.)

PICK POCKETS ON YUET ON WHARF

SHARP SENTENCE ON CHINESE OFFENDER

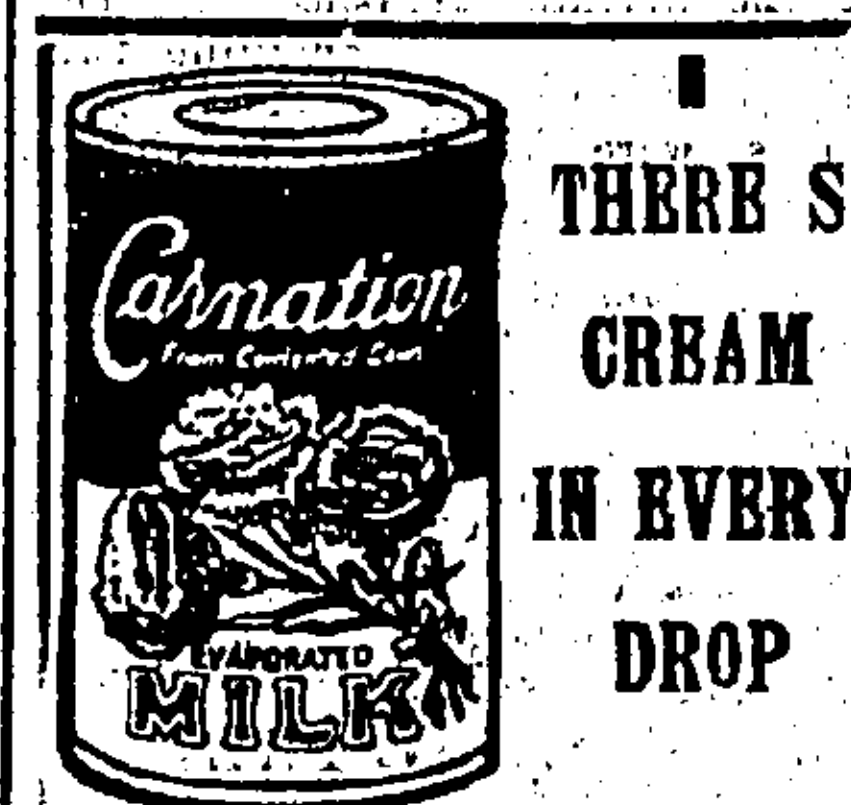
As a result of several complaints made to the Police regarding the presence of pickpockets on the Yuet On Wharf, a Chinese has been arrested. He was brought before Mr. Wynne-Jones at Central Magistracy yesterday on charges of stealing \$10 in Canton currency from the person of an unknown man and with being in unlawful possession of a razor blade described as an instrument fit for an unlawful purpose.

It was stated that when a constable went to search the defendant he threw something into the harbour, but a roll of Chinese coins and a razor blade were found on him.

Inspector Carey informed his Worship that as a result of the activities of pickpockets on the Yuet On Wharf, three persons were now destitute, but there was no evidence to prove the defendant had robbed them. It was not known from whom the \$10 had been stolen.

His Worship sentenced the defendant to nine months' hard labour and ordered that the \$10 found on the defendant be divided among the three victims.

St. Quentin Canal, Beaurevoir, Courtrai, Solle, Valenciennes, Sambre, France and Flanders, 1914, '18; Macedonia, 1915-18; Holles, Krithia, Suvla, Scimitar Hill, Egypt, 1916; Kut el Amara, 1917; Kemmel.



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ADVERTISEMENTS.

THE HONG KONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Sixty-fourth Ordinary General Meeting of Shareholders will be held at the Office of the undersigned on Monday, the 10th April, 1933, at NOON, for the purpose of receiving the Report of the General Managers, together with a statement of Accounts for the year ended the 31st December, 1932.

The following Resolutions will also be submitted to the Meeting:—

- (1) "That as from the 1st day of January, 1933, the remuneration of the Consulting Committee be increased from \$16,000 to \$24,000 per annum."
- (2) "That as from the 1st day of January, 1933, the remuneration of the Auditors be raised from \$1,500 to \$1,600 per annum for each firm."

The Share Register and Transfer Books will be closed from the 27th March, to the 10th April, 1933, both days inclusive.

JARDINE MATHESON & CO., LTD., General Managers, The Hongkong Fire Insurance Co., Ltd.

Hongkong, 20th March, 1933. [806]

HONG KONG CLUB.

THERE will be a vacancy for the post of Secretary in the late Autumn.

Application in writing should be made as soon as possible.

It will be essential that the Secretary reside in the Club where he will be provided with free board and quarters. Applications should be sent to:—

The Secretary, HONG KONG CLUB, Hong Kong. [816]

THE MACAU ELECTRIC LIGHTING CO., LTD.

THE TRANSFER BOOKS of the Company will be CLOSED from Tuesday the 28th March, 1933, to Wednesday, the 12th April, 1933, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors. JOHNSON STOKES & MASTER, Secretaries.

Dated the 22nd Day of March, 1933. [624]

THE HONG KONG JOCKEY CLUB.

THE THIRD EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY, 1st APRIL, 1933, commencing at 2.00 p.m.

The First Ball will be Ring at 1.30 p.m.

MEMBERS' ENCLOSURE. Members are notified that they and their Ladies must wear their Badges prominently displayed.

No one without a Badge will be admitted to the Members' Enclosure. Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (both including Tax) are obtainable through the SECRETARY upon introduction by a Member, and Member to be responsible for payment of all bills, etc.

The Secretary's Office, 3rd Floor, Gloucester Building (Tel. 27789), will close at 12 O'clock Noon.

Badges admitting to Members' Enclosure will NOT be on sale at the Race Course.

On No Pretext will Children be permitted in either Enclosure during the Meeting.

Tiffins are obtainable at the Club House provided they are ordered from the No. 1 Boy in advance. Telephone 29120.

PUBLIC ENCLOSURE. The Price of Admission to the Public Enclosure is \$5.00 including Tax, for all Persons, including Ladies, and is payable at the Gate.

Soldiers and Sailors in uniform are admitted Half Price.

Bookmakers, Tax Men, etc., will not be permitted to operate within the Precincts of the Hong Kong Jockey Club during the Race Meeting.

By Order, O. B. BROWN, Secretary.

Hong Kong, 27th March, 1933. [644]

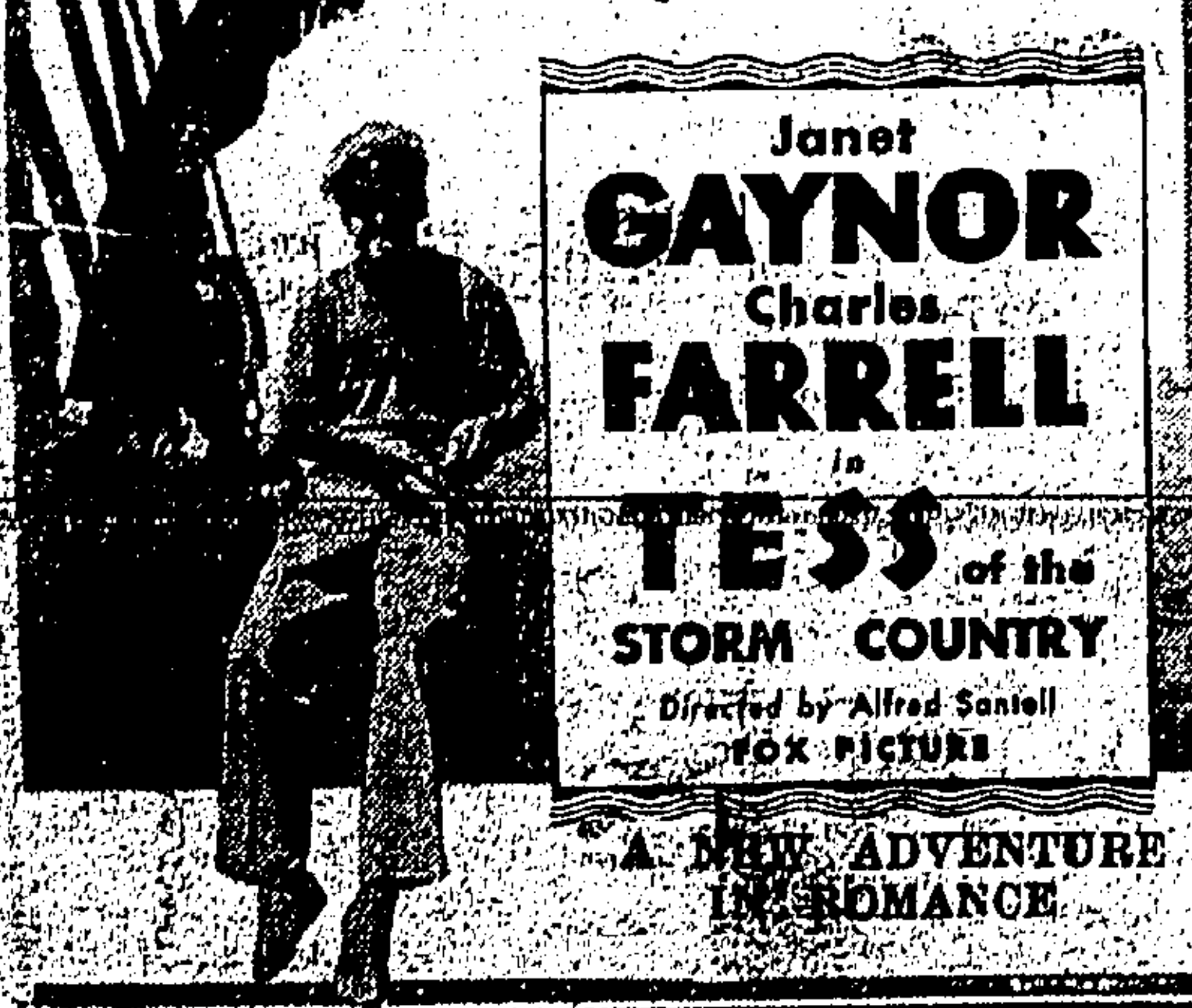
KING'S THEATRE

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DIFFERENT AND DELIGHTFUL

Janet Gaynor and Charles Farrell have never been more appealing than they are as the young lovers in this exquisite romance.



PHILIPPINE TRADE COMMISSION

SAILING FOR HONG KONG MARCH 29

Philippine Trade Commission.

At yesterday's meeting of the Chinese Chamber of Commerce, it was indicated that a trade commission from Manila will be sailing for Hong Kong on the President Taft on March 29. Extensive visits to China and Japan will be made.

The news was imparted to the Chinese Chamber by the Chinese Consul at Manila. It was decided at the meeting to assist the visitors in every way possible and to hold a tea party in their honour at a date to be fixed later.

Other business conducted at yesterday's meeting was purely of a formal nature. The annual meeting of the Chamber will take place next month, but the date has not yet been announced.

According to the Manila Bulletin the mission will be headed by representatives Juan L. Luna and Marcelo T. Boncan, the latter having previously left for Hong Kong, and is composed altogether of some 50 men, women and children.

Count Y. Uchida, foreign minister of Japan, yesterday sent the following cable to A. Kimura, local Japanese consul general, who last month informed him of the visit of the mission and in addition wrote personal letters introducing the members of the delegation:

"The mission is enthusiastically expected in Japan, all being ready to give them all possible facilities to expedite the achievement of their purpose."

In many places meetings are being held for its reception. The Economic Union association, one of the most important corporations in Japan, also held a meeting to organize a reception recently and also asked the Government that a night be reserved for that purpose, and over 200,000 similar offers are being received.

Arsenio N. Luz, commercial adviser of the department of agriculture and commerce, and Dr. Stanton Youngberg, chairman of the fiber inspection board, will go with the mission. All members of the mission including the chairman, are paying for their own expenses, no allowance having been voted by the Philippine Legislature either for steamship tickets or per diems.

THE TEST OF THE TRUTH
IS IN THE

TASTE

Try



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OLD CHINESE WEAPONS

CHINESE CHARGED WITH
POSSESSION

Several very old swords and
daggers were produced before Mr.
Butters at Kowloon Magistrate's
yesterday when a Chinese
possession of them in Kowloon
City.
According to Inspector Smith,
the weapons were very old ones
and dated back to the time before
Kowloon came under British rule.
Some literature referring to a
Triad Society was also found on
defendant's premises and the
Inspector asked his Worship to
grant a week's remand in order to
make further investigations.
The remand was granted, defen-

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Hong Kong. Phone 27873

BIOCYCLE ACCIDENTS
RICKSHAW'S PASSENGER
INJURED

Two bicycle accidents were re-
ported to the Police during the
week-end, one in the Mongkok
district and the other on the Ma
Tau Kok Road, Kowloon City.

When turning into Nelson Street
near the Mongkok Fire Station,
Chan Luk collided with a ricksha.
The ricksha's passenger, a Chinese,
was thrown to the ground, receiv-
ing slight abrasions to the left
elbow.

The other accident concerned a
Sanitary Department lorry driver
who reported that while he was
proceeding along Ma Tau Kok
Road, near the Rups Factory, he
collided with a youth riding a
bicycle. The youth received slight
injuries to his face, but refused to
be sent to hospital.

defendant being allowed bail at \$500.
Mr. C. Y. Kwan has been implead-
ed to appear for the defence.

THE EUROPEAN
Y.M.C.Y.

(Continued from Page 11.)

erased interest in the activities of
the Association.

Navy, Army and Air Force Section.

When the "Cheer O" Y.M.C.A. in
the City Hall closed in the early
part of the year the Directors de-
cided to increase the activities for
Service men in the Y.M.C.A. build-
ing. A Committee, under the chair-
manship of Mr. F. E. Crapnell,
arranged a programme including
fifteen whist drives, four dances and
three concerts in the West Lounge.
These events have been well attend-
ed and are being continued.

The billiard tournament was won
by a team from the S.W.B.
On Christmas Day Y.M.C.A.
members entertained their Service
friends to tiffin followed by a hockey
match and tea.

Women's Section.

Advantage was taken of the re-
cent addition to the building to
enlarge the activities of the Associa-
tion by forming a Women's Section.
This innovation has proved a suc-
cess. A Committee, with Mrs. A.
W. Ingram as Chairman and Mrs.
J. H. Hunt as Hon. Secretary, ar-
ranged a programme consisting of
home nursing lectures by Mrs. E.
M. Minett, M.D., Amateur Drama-
tic Club, dancing classes, occa-
sional ten dances, bridge drive, con-
cert and leather craft classes, by
Mrs. J. H. Hunt.

Members are granted the use of
the library and the swimming bath
at stated periods.

Finance.

The new wing was completed by
February, 1933, the total cost
amounting to \$157,924.41 for the
building and \$19,603.76 for furni-
ture. The Hong Kong and Shang-
hai Banking Corporation gener-
ously allowed an overdraft of
\$150,000.00 without security for the
completion of this building. By
the close of the year the amount
had been reduced to \$138,767.19.

The ground floor of the main
building has been altered to provide
suitable accommodation for the
Navy, Army and Air Force
Y.M.C.A. The cost of these altera-
tions amounting to approximately
\$4,000.00 has been charged to sus-
pense account which is being writ-
ten off over a period of four years.
The excess of income over expen-
diture for the year was \$9,330.19
before providing for depreciation
which is considered satisfactory by
the Directors.

MILITARY WEDDING

LIEUT. BRANSBURY AND MISS
MACKENZIE

A wedding of considerable mili-
tary interest took place very
quietly at St. Andrew's Church,
Kowloon, on Sunday afternoon, the
ceremony being performed by the
Vicar, the Rev. W. Walton Rogers.
The contracting parties were Lieut.
Stuart Penbury Bransbury, of the
Navy, and Miss Natalie Maud Harford
Mackenzie, the daughter of Colonel
M. Mackenzie, of the R.A.O.C.,
East Command, England. The
bride, who was given away by an
old friend of her father, Lieut. Col.
T. A. Robertson, was charmingly
attired in a going-away dress.
After the ceremony the happy
couple left for Repulse Bay, where
their honeymoon is being spent.

THE KINGDOM
OF EVILKOWLOON VIAR'S
LENTEN SERMON

A powerful sermon on "The
Kingdom of Evil," being the fourth
of a series of Lenten sermons, was
delivered by the Vicar (the Rev.
W. Walton Rogers) at St. Andrew's
Church, Kowloon, on Sunday morn-
ing. The preacher, who declared
that the prophet was generally,
more hated than the malefactor,
said that the truth to which he
bore witness was dangerous to the
world of illusion in which so many
men live. No wonder that the
triumph of right was so long in
coming, when evil persisted so ten-
aciously. The Kingdom of Evil
was a real and not a fanciful force,
deadly in its effects, which all
right-thinking people had condemn-
ed throughout the ages. It had its
rise outside the human race, being
a supernatural force, and its un-
seen agents still tempted weak men
to commit terrible and unnatural
crimes. Once a man had entered
the Kingdom of Evil the corruption
entered his very soul, influencing
everything that he thought or did.
The prophets and reformers who
have battled against the forces of
evil have never succeeded without
toil and suffering, and it might
truly be said that the freedom of
the race has been purchased by
blood. To be delivered from the
baneful influences of this Kingdom,
men had to strive manfully under
the banner of Christ as his faithful
soldiers and servants against Sin
and its author, the Devil.

MOCK TRIAL

AMUSING BREACH OF
PROMISE CASE

Great hilarity and unexpressed
mirth without precedent in any
Court of Law, accompanied the
proceedings during the hearing of
the Breach of Promise case between
"Gertie" R. Selk (Plaintiff) and
Mr. F. W. E. Dann, before His
Honour Judge W. Walton Rogers
at Andrew's Club, Kowloon, last
night. Fortunately for the parties
concerned it was only a mock trial,
although one could scarcely imagin-
e a more humane or kindly Judge
than the Vicar, whose judicial utter-
ances were not devoid of the usual
benchity wit.

The Plaintiff, sued for damages
the said F.W.C. Dann for breaking
off an engagement, soiling of her
fair name and for the expenses of
trousseau, among other discreditable
charges.

The Defence maintained that the
engagement was broken off by Dann
because of the Plaintiff's continued
ill-temper and her association with
men other than the Defendant.

Counsel for the Plaintiff were:
Messrs. J. Baldwin and E. F. Fin-
cher, and for the Defence, R. Bald-
win and R. H. Wong. Witnesses
for the Plaintiff were: E. P. H.
White, Miss R. Mow-Fung and C.
Crofton, and for the Defence, H.
Kew, Miss E. Landolt and M.
White. The mysterious and inevit-
able Lady in the Case was N. Lee
Mr. G. A. White was the Clerk
of the Court, Mr. G. Lim the Court
Usher, whilst Mr. A. S. Bliss made
a very convincing officer of the law.

HONG KONG POLICE
RESERVEORDERS BY THE HON. MR.
E. D. C. WOLFE, C.M.G.,
INSPECTOR-GENERAL
OF POLICEArrival of H.E. the Governor of
Macao.

The following Police Reservists
will parade for duty in connection
with the arrival of H.E. the Govern-
or of Macao on Friday, March 31,
1933.—

25 members of the Chinese Com-
pany to parade at Central Police
Station at 10.30 hours to draw
arms. Dress: Blue uniform, cap
with white cover belt, with brace
and truncheons.

10 members of the Indian Com-
pany to parade at Central Police
Station at 10.30 hours to draw
arms. Dress: Blue uniform, cap
with white cover, belt and truncheons.

Six members of the Flying
Squad to parade at Central
Police Station at 10.45 hours to
draw arms. Dress: Blue uniform
and cap with white cover.

19 members of the Emergency
Unit Reserve to parade at
Queen's Pier at 11.00 hours.
Dress: Blue uniform, cap with
white cover, belt with brace, trun-
cheons and revolver.

General.

Life Saving Class.—The Life Sav-
ing Class will continue as usual on
Wednesday, March 29, under Sub-
Inspector K. J. Hunt at the Police
Gymnasium, Police Headquarters at
5.30 p.m.

Chinese Company.

Training Course—Part II.—All re-
cruits will attend at the Chinese
Company's Headquarters on Tues-
day, March 28, at 5.30 p.m. for in-
struction.

Training Course—Part I.—All re-
cruits of the Chinese Company will
attend Central Police Station for
squad drill on Thursday, March 30,
at 5.30 p.m. Dress: Blue uniform
and cap with white cover.

Platoon Parade. All members of
the No. 2 Platoon are reminded
that the parade will take place on
Thursday, March 30, at the Central
Police Station under Sub-Inspector
B. J. Hunt. Fall in at 5.30 p.m.
sharp. Dress: Blue uniform, cap
with white cover, belt with brace,
truncheon, whistle, armband with
badge, "Pocket Policeman" and
note-book to be carried.

Indian Company.

Strength.—Constables R276 Sahib
Khan and R277 Shah Zada Khan
have been taken on the strength
of the Indian Company as from
March 25, 1933.

Flying Squad.

Training Course—Part II.—All
recruits will attend at the Chi-
nese Company's Headquarters, 17,
Queen's Road Central, on Tuesday,
March 28, at 5.30 p.m. for in-
struction.

Training Course—Part I.—All re-
cruits will attend Central Police
Station, on Thursday, March 30, at
5.30 p.m. for squad drill.

The next instructional patrol of
the Hong Kong Section will take
place on Friday, March 31. Fall in
at 5.15 p.m. at Central Police Sta-
tion. Dress: Blue uniform and cap
with white cover.

Emergency Unit Reserve.

Strength.—Constables R451 A. L.
Cole has been taken on the strength
of the Emergency Unit Reserve as
from March 25, 1933.

Special Duty.—The attention is
drawn to the Orders above regard-
ing parade on March 31, 1933.

Annual Dinner.—The Annual
Dinner has been postponed until
further notice.
Hong Kong, March 27, 1933.

The Drapery Emporium
64, Nathan Road.

The Noted House of Drapers

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LOCAL ESTATES

Probate to the will of Yee Pin
Sen otherwise spelt Yu Pan San
alias Yue Kwong Wan, late of 23,
Hing Hon Road, who died on
December 23, leaving local estate
sworn under \$28,000, has been
granted to his widow, Yee Leung
Chi alias Leung Shi.

Letters of administration to the
local estate of Pau (or Poa) Siu
Kok (or Ko), late of 10, Hing Hon
Road, who died intestate on De-
cember 29, 1932, have been granted
to his widow Pau Chau Shi of the
same address. The estate is sworn
under \$9,400.

Estate worth \$21,300 was left by
Ho Kwong Tsun or Chun alias Ho
In of Yui Cho, late of 271, Queen's
Road West. Probate has been
granted to Ho Sam Dor, of 253,
Queen's Road West, and manager
of the Seamen's Union Club, his
nephew, and his concubine, Chow
Sam, of 209, Queen's Road West.

In connection with the \$6,500
local estate of John Hector Bote-
lho, otherwise Inao Heitor Bote-
lho, formerly of Shanghai, and late of
16, Cumberland Road, Kowloon
Tong, probate of the will has been
granted to Botelho.

Mak Tse, Shi alias Tu Chi, late
of 8, Hing Lo Kai, Shok Lung
and Ngau Kwo Long Villages, left
local estate valued at \$8,700. Pro-
bate to the will has been granted
to Wong Kwai alias Wong San Po
and Mak Shui Tung, both of 25,
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AMOI & SHANGHAI	On 30th Mar., 5 p.m.
SWATOW & SHANGHAI	On 30th Mar., 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	On 31st Mar., 8 p.m.
FOOCHOW, WUHAIR	On 31st Mar., 8 p.m.
CHIEFOO & TIENTSIN	On 31st Mar., 5 p.m.
DALNY & NEWCHANG	On 31st Mar., 5 p.m.
SHANGHAI, CHIEFOO & TIENTSIN	On 1st Apr., 5 p.m.
AMOI & SHANGHAI	On 2nd Apr., 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 2nd Apr., 2 p.m.
SWATOW & SHANGHAI	On 3rd Apr., 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	On 4th Apr., 10 a.m.
FOOCHOW, WUHAIR	On 5th Apr., 5 p.m.
CHIEFOO & TIENTSIN	On 5th Apr., 5 p.m.
AMOI & SHANGHAI	On 5th Apr., 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 5th Apr., 5 p.m.
DAIHEI & NEWCHANG	On 7th Apr., 8 p.m.
SWATOW, SHANGHAI & TIENTSIN	On 7th Apr., 8 p.m.
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Takada, B. I. (Apcar), April 7.

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Hai Ning, Douglas, March 28.

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Hang Sang, Jardine's, April 13.

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Protoslaus, B. & S., April 20.

Patroclus, B. & S., April 23.

Japan and Shanghai.

Pres. Hoover, Dollar's, March 29.

Dulburg, Jepsen's, March 30.

Kulmerland, Jepsen's, March 31.

Terukuni Maru, N.Y.K., March 31.

Pres. Pierce, Dollar's, April 1.

Katori Maru, N.Y.K., April 1.

Pres. Taft, Am. Line, April 1.

Nellie, E. & A. S.S. Co., April 6.

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Pres. McKinley, Dollar's, April 12.

Chichibu Maru, N.Y.K., April 12.

Agamemnon, B. & S., April 14.

Pres. Jefferson, Am. Line, April 15.

Pres. Monroe, Dollar's, April 15.

Kutsang, Jardine's, April 18.

Sopdan, P. & O., April 18.

Carthage, P. & O., April 20.

Trave, Melchers', April 20.

Sirdhana, B. I. (Apcar), April 21.

Emp. of Japan, C.P.S., April 21.

Japan, Gilman's, April 25.

Tatsuta Maru, N.Y.K., April 26.

Pres. Coolidge, Dollar's, April 26.

Danmark, Manners', April 27.

Pres. Madison, Dollar's, April 29.

Pres. V. Buren, Dollar's, April 29.

Newchwang.

Chinhua, B. & S., March 31.

Otara.

Bangalore, P. & O., April 1.

Elpenor, B. & S., April 9.

Patroclus, B. & S., April 23.

Bhutan, P. & O., April 29.

SHANGHAI (Direct).

Chenonceaux, March 28.

Sinkiang, B. & S., March 28.

Yu Sang, Jardine's, March 28.

Ningpo, B. & S., March 31.

Kwai-sang, Jardine's, March 29.

Tsinan, B. & S., March 29.

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Conte Rosso, Doddwell's, April 1.

Sarpedon, B. & S., April 1.

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D'Artagnan, Messageries', April 28.

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Swatow.

Anshun, B. & S., March 28.

Hai Ning, Douglas, March 28.

Sinkiang, B. & S., March 29.

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Tientsin.

Hop Sang, Jardine's, March 31.

Ningpo, B. & S., March 31.

Huichow, B. & S., March 31.

Hang Sang, Jardine's, April 13.

Taku.

Sarpedon, B. & S., April 1.

Patroclus, B. & S., April 23.

Taiingao.

Diomed, B. & S., March 27.

Sinkiang, B. & S., March 28.

Kwai-sang, Jardine's, March 29.

Sarpedon, B. & S., April 1.

Norviken, Jardine's, April 2.

Sunning, B. & S., April 2.

Suiyang, B. & S., April 2.

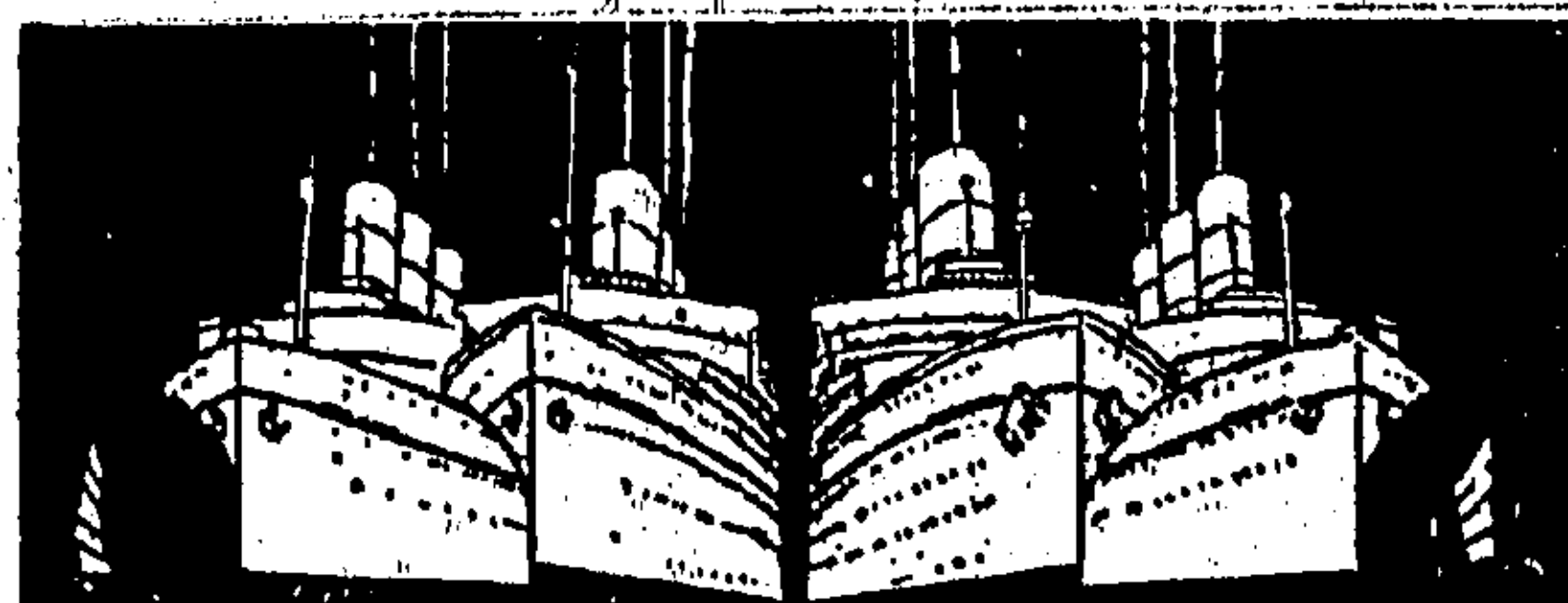
Fooshing, Jardine's, April 5.

Wei Hai Wei.

Huichow, B. & S., March 31.

Kueichow, B. & S., April 5.

EASTWARD.



ARISTOCRATS OF THE PACIFIC "EMPRESSES"

Offer the Utmost in
SPEED—SIZE—SPACE—LUXURY
AND

SERVICE

	Hong Kong	Shanghai	Nagasaki	Kobe	Yokohama	Honolulu	San Francisco
Emp. of Russia	Apr. 7	Apr. 19	Apr. 11	Apr. 13	Apr. 15	Apr. 17	Apr. 24
Emp. of Japan	Apr. 31	Apr. 24	May 2	May 4	May 6	May 8	May 9
Emp. of Asia	May 19	May 8	May 9	May 11	May 13	May 15	May 23
Emp. of Canada	June 2	June 4	June 6	June 8	June 10	June 12	June 19
Emp. of Russia	June 16	June 18	June 20	June 22	June 24	June 26	June 29
Emp. of Japan	July 3	July 5	July 7	July 9	July 11	July 13	July 20
Emp. of Canada	July 14	July 16	July 18	July 20	July 22	July 24	July 25
Emp. of Russia	July 23	July 25	July 27	July 29	July 31	Aug. 2	Aug. 12
Emp. of Japan	Aug. 11	Aug. 13	Aug. 15	Aug. 17	Aug. 19	Aug. 21	Aug. 29
Emp. of Asia	Aug. 25	Aug. 27	Aug. 29	Aug. 31	Sept. 2	Sept. 4	Sept. 11
Emp. of Canada	Sept. 8	Sept. 10	Sept. 12	Sept. 14	Sept. 16	Sept. 18	Sept. 27

Passengers desiring to travel comfortably on a Limited Budget should ask about the
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accommodation
EXCEPTIONAL LOW FARES.
HONG KONG—MANILA

EMPRESS OF RUSSIA .. Mar. 31, 5 P.M. Apr. 2

For further information please apply to—

CANADIAN PACIFIC



SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

CHICHIBU MARU ... Wednesday, 12th April

TATSUTA MARU ... Wednesday, 26th April

ASAMA MARU ... Wednesday, 10th May

SEATTLE & VANCOUVER.

HIYE MARU ... (Starts from Kobe) Wednesday, 10th April

HEIAN MARU ... (Starts from Kobe) Saturday, 29th April

LONDON, MARSEILLES, ANTWERP, ROTTERDAM

via Singapore, Penang, Colombo & Suez.

TEIKOKU MARU ... Friday, 31st March

HAJIKAWA MARU ... Saturday, 10th April

HAJIKAWA MARU ... Saturday, 29th April

SYDNEY & MELBOURNE via Manila & Port.

KAMO MARU ... Saturday, 22nd April

KITANO MARU ... Saturday, 27th May

BOMBAY via Singapore, Penang & Colombo.

NAGATO MARU ... Wednesday, 29th March

TANGO MARU ... Tuesday, 14th April

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

BOKUYO MARU ... Monday, 1st May

NEW YORK, BOSTON via PANAMA

LIVERPOOL via Port Said, Beyrouth, Istanbul, Piraeus,

Genoa & Valencia.

LIMA MARU ... Sunday, 16th April

VALOUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Wednesday, 29th March

PENANG MARU ... Saturday, 8th April

HANGHAI, KOBE & YOKOHAMA.

GINYO MARU ... Wednesday, 29th March

KATORI MARU ... Saturday, 1st April

AKITA MARU (Mojito direct) ... Wednesday, 5th April

† Cargo only.

For further information, apply to—

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MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS

Sailing from Hong Kong:

To MARSEILLES via Saigon, Singapore,

Penang, Colombo, Djibouti (Aden),

Suez, Port-Said.

ARABIS ... 28th Mar.

CHENONOEUX ... 11th Apr.

ATHOS II ... 25th Apr.

DEBAGNAN ... 9th May

ANDRE LEBON ... 23rd May

FELIX ROUSSEL ... 6th June

PORTHOS ... 20th June

ARABIS ... 4th July

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ATHOS II ... 11th Apr.

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ANDRE LEBON ... 9th May

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ARABIS ... 20th June

CHENONOEUX ... 4th July

We can issue Through Tickets to Egypt, Syrian Ports, East Africa,

Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

For D'ARTAGNAN via Haiphong, Saigon, Oran, Le Havre, etc. "SIKIAN"

on or about 14th or 20th March, 1933.

For full particulars, apply to—

Cie. des MESSAGERIES MARITIMES.

Shipping News

Daily Statement, Clearances,
Ships in Harbour, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 19,100 TONS;
THROUGH PORTS
23,400 TONS.

The returns, shown at the Harbour Office of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Cargo for Through Ports

British

Tyndareus, Shanghai 1,540

Marion Moller, Chingwangtao 1,380

Kiungchow, Canton — 340

Huichow, Tientsin 880

New Mathilde, Port Korfu 1,850

Haining, Foochow 230

American

Steel Traveller, Shanghai 1,420

German

Saale, Bremen 1,020

Dutch

Tjissondari, Dairen — 4,650

Norwegian

Graciosa, Sourabaya 2,600

Portuguese

Wing Woo, K.C. Wan 310

Japanese

Miyoran Maru, Calcutta 390

Heian Maru, Wakamatsu 4,900

Chinese

Hengshan, Saigon 2,600

Total 19,150 23,400

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

New Mathilde (Br.) Pakhoi 76

Haining (Br.) Foochow and Swatow 447

Tjissondari (Dut.) Dairen and Amoy 104

Total 717

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

British

American

German

Dutch

Norwegian

Portuguese

Chinese

French

Total 16 12

SHIPS IN HARBOUR.

The following merchant ships were in port yesterday:—

Wharves.

Kowloon.—Saale, Pres. Hoover, A.P.C.—North Point: Juno, Socony — Lanchikok: Tahchee, Tascatusa.

Douglas (Lapraik)—Svalde, Haining.

Docks.

Kowloon.—Linchow, Baby Castle, Bisays, Taikoo.—Shantung, Adrastus, Cosmopolitan.—Svalde.

Buoys.

No. A1.—Tjikembang.

No. A2.—Tyndareus.

No. A3.—Burung.

No. A4.—Moeraki.

No. A5.—Manila Maru.

No. A6.—Jenny Moller.

No. A7.—H. Riviere.

No. A8.—Hunan.

No. A9.—Tjissondari.

No. A10.—Iowa.

No. B1.—Yatting.

No. B2.—Kwaishang.

No. B3.—Ngon Hon.

No. B4.—Tonkin.

No. B5.—Graciosa.

No. B6.—Borneo.

No. B7.—Marly.

No. B8.—To Chu Kung.

No. B9.—Taming.

No. B10.—Hermes.

No. B11.—Wenfred Moller.

No. B12.—Tsinan.

No. B13.—Kaying.

No. B14.—Halvard.

No. B15.—Shantung.

No. B16.—Minnie Moller.

No. B17.—Baron Blythwood.

No. B18.—Marion Moller.

No. B19.—Heian Maru.

No. C1.—Hermes.

No. C2.—Havdrot.

No. C3.—Hiram.

No. C4.—Solviken.

No. C5.—Huichow.

WARSHIPS IN PORT.

Basin.—Tamar.

North Wall.—Falmouth, Moorhen.

South Wall.—Bruce, Verity.

East Wall.—Oswald, Rainbow.

North Arm.—Kent, Wishart, Whitehall.

West Wall.—Hermes.

Dock.—Koppel, Odin and Otus.

Buoy No. 2.—Medway and Submarines.

Buoy No. 10.—Whitshed, Witch.

Foreign.—Trench, Primarguet, Dumont d'Urville, Algol and Argus.

U.S.S. Fulton.

CLEARANCES

March 27.

Barings, for Taku Bar.

Halvard, for Saigon.

Hakkai Maru, for Parsers Bay.

Hydrangea, for Swatow.

Marion Moller, for Whampoa.

Marion Moller, for Yokohama.

Marly, for Bangkok.

Nailsea Moor, for Rangoon.

Ngon Hon, for Bangkok.

Ningpo, for Canton.

Norviken, for Canton.

Shantung, for Swatow.

Steel Traveller, for Manila.

Svln, for Shanghai.

Tsinan, for Canton.

Yet Shing, for Dairen.

ARRIVALS.

March 26.

Elise, Norwegian str., 4,718 tons, Capt. S. Marcussen, from Manila, North Point.—A.P.C.

Graciosa, Norwegian str., 1,029 tons, Capt. A. Markussen, from Pakalongan, buoy No. B9.—Thoresen & Co.

Hengshan, Chinese str., 1,921 tons, Capt. E. Haeussler, from Saigon, buoy No. B19.—Wallen & Co.

Nailsea Moor, British str., 2,480 tons, Capt. Brooks, from Whampoa, Lanchikok.—Gibb, Livingston & Co.

Saale, German str., 4,433 tons, Capt. R. Daniel, from Manila, Kowloon Wharf.—Melcher & Co.

Sinabang, Dutch str., 1,010 tons, Capt. E. A. J. Pols, from Canton, Yau-mati.—J.C.L.J.

Tjissondari, Dutch str., 5,019 tons, Capt. H. de Jonge, from Amoy, buoy No. C11.—J.C.L.J.

Tsinan, British str., 2,100 tons, Capt. J. Beck, from Amoy, buoy No. B14.—B. & S.

Tyndareus, British str., 1,171 tons, Capt. A. Shaw, from Shanghai, buoy No. A2.—A. & S.

March 27.

Bertram Rickmers, German str., 2,548 tons, Capt. H. Bolmers, from Manila, Stonecutters.—Wm. Meyerink & Co.

Diomed, British str., 6,354 tons, Capt. Beale, from Singapore, Holt's Wharf.—B. & S.

Huichow, British str., 1,221 tons, Capt. E. W. Richards, from Chetoo, buoy No. C8.—B. & S.

Iowa, American str., 3,564 tons, Capt. E. J. Swenson, from Kobe, buoy No. A12.—States & Co.

Jenny Moller, British str., 1,927 tons, Capt. Wilkinson, from Formosa, buoy No. A8.—Thoresen & Co.

Kaituma, British str., 1,208 tons, Capt. Christie, from Whampoa, Cosmopolitan Dock.—Williamson & Co.

Kwai Sang, British str., 1,435 tons, Capt. P. R. Gay Canning, from Canton, buoy No. B2.—J. M. & Co.

New Mathilde, British str., 842 tons, from Pakhoi, Stonecutters.—Yik Tai & Co.

Ningpo, British str., 1,228 tons, Capt. A. F. Maginnis, from Swatow, buoy No. B21.—B. & S.

Norviken, Norwegian str., 1,779 tons, Capt. R. Jensen, from Swatow, West Point Wharf.—J. M. & Co.

President Hoover, American str., 12,988 tons, Capt. F. E. Anderson, from Manila, Kowloon Wharf.—Dollar Line.

Pronto, Norwegian str., 1,283 tons, Capt. B. J. Moller, from Singapore, buoy No. B11.—K. Larsen & Co.

Shantung, Sweden str., 3,982 tons, Capt. W. E. Bergerud, from Shanghai, buoy No. A13.—Gilman & Co.

Tjikembang, Dutch str., 5,028 tons, Capt. J. Naerebout, from Manila, buoy No. A1.—J.C.L.J.

Yu Sang, British str., 1,172 tons, Capt. A. B. Osmond, from Canton, buoy No. B25.—J. M. & Co.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
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PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, RUSSO ETC.
PENINSULAR AND ORIENTAL PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"BANGALORE"	6,100	1st Apr.	Manr, Havre, L'don. H'bg, H'dm, A.werp. & Hull Marseilles and London.
"BANPURA"	17,000	8th Apr.	Strait, Colombo & Bombay.
"BANKAZAPORE"	6,700	19th Apr.	Marseilles and London.
"BHARAT"	15,000	22nd Apr.	Bombay, Manr, Havre, L'don.
"BHUTAN"	4,000	23rd Apr.	H'bg, H'dm, A.werp. & Hull Bombay, Marseilles and London do.
"BANGORI"	17,000	6th May	Bombay, Manr, Havre, L'don.
"BARTHAAGE"	14,000	30th May	H'bg, H'dm, A.werp. & Hull Bombay, Marseilles and London do.
"BOUDAN"	6,800	17th May	Bombay, Manr, Havre, L'don.
"NABEDGA"	16,000	3rd June	H'bg, H'dm, A.werp. & Hull Bombay, Marseilles and London do.
"KARAI-I-HARD"	13,000	17th June	Bombay, Manr, Havre, L'don.
"BURDWAN"	4,500	24th June	H'bg, H'dm, A.werp. & Hull Bombay, Marseilles and London do.
"MANTUA"	11,000	1st July	Bombay, Manr, Havre, L'don.
"MAWALPINDI"	17,000	15th July	H'bg, H'dm, A.werp. & Hull Bombay, Marseilles and London do.
"BANPURA"	17,000	29th July	do.
"BAJPUTANA"	17,000	13th Aug.	do.
"BANCHI"	17,000	23th Aug.	Marseilles and London.
"BARTHAAGE"	14,000	9th Sept.	Bombay, Marseilles and London.
"NALDERA"	16,000	23rd Sept.	Marseilles and London.
"CORFU"	15,000	7th Oct.	Bombay, Marseilles and London.

